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NOTICES.**HONG KONG JOCKEY CLUB.**

THE HALF YEARLY GENERAL MEETING of Voting Members will be held in the Jockey Club Room, Hong Kong Club Annex, on **MONDAY, 18th November, 1929, at 5.15 p.m.**
By Order,
C. B. BROWN,
Secretary.

FANLING HUNT & RACE CLUB.

The following Dates have been provisionally selected for Steeple Chase Meetings at Kwan Ti during the coming season:—
November 24th, December 22nd, February 2nd, March 16th, April 13th.

LAMMERT BROS.**AUCTIONEERS, APPRAISERS AND SURVEYORS.****Public Auctions.**

THE Undersigned have received instructions from Messrs. Senet Freres to sell by Public Auction, ON

THURSDAY & FRIDAY, the 7th & 8th November, 1929, commencing each day at 10.30 a.m. (with an interval from 12.30 p.m. to 2.30 p.m.) at their Store—York Building.

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EDUCATION IN COLONY**Utility Of Public Examinations****"THE CREDIT SYSTEM"**

With the examinations which take place this month in the schools of the Colony, it may be said (says the "Rock") that, although the pupils are not immediately dismissed, the school year in Hong Kong comes to an end. The succeeding weeks up to Christmas are rather a time of post-mortems and of dolce far niente, of anxiety and of expectations until the results are published. Many caustic remarks anent the papers will be made by all concerned. That is only natural, for one cannot please everybody. The great fact, however, is that for all it is the end of the school year and for many the end of school life.

Opinions as to the utility of public examinations are very varied. Some would abolish them altogether, some have actually abolished them, and in their place, have introduced what they call "The Credit System."

In "The Credit System" the promotion of a pupil from one class to another, and from school or college to the University does not depend on the result of an examination at the end of the scholastic year. It depends on the whole course of the year's work, on the reports of masters and inspectors, on the general conduct of the aspirant during the previous school year. The school or college gives the certificates of promotion from class to class and the Leaving or Passing Out Certificate from the college to the University. It is a system which seems to give the candidate a far better chance than does the more to bring to light real talent than all the examinations ever invented, and the reason is that a friendly talk does not terrify and examinations do. That method of testing school children is not quite so impossible as it looks, for the year is long, and in most schools the teachers are many. It does not take a good teacher long to discover whether a pupil is fit for promotion or is better placed where he is. The system could be controlled by inspection.

Defenders of Examinations

On the other hand we find many staunch defenders of the Public Examination System. Arguments of all kinds are advanced in its favour. It is urged that the holding of examinations at the end of the year is a real incentive to both teachers and students alike to give, during the course of the year, the very best that is in them, and that the abolition of the periculum or "danger" would mean a marked dropping off in the enthusiasm and efforts of both.

In the first place it may be very seriously questioned whether boys and girls are, in general, such enthusiastic workers and such consistently enthusiastic workers because of examinations. It seems almost a truism to assert that they look upon them as an awful bore, as something which must be faced whether they like it or not, as something which forms a most disagreeable feature of school life. That is doubly true if the tests are held at a time which necessitates study instead of play during the holidays. Is it not rather the nature of the average—and we may say healthy—boy or girl not to tire themselves unduly until the last lap? Then they certainly do become enthusiastic workers, if a feverish endeavour to master in one month what would normally require six can be called enthusiasm. Enthusiastic searchers after knowledge. Oh, not enthusiastic crammers of the minimum amount of matter requisite to get them on the pass list. How long will the matter so acquired last? It will last just as long as it is needed, perhaps not quite so long as that. Examinations do not make enthusiastic workers—for enthusiasm postulates that the work is loved—but they do encourage cramming, and cramming is not good. It is a hectic development of the memory, not of the mind. The result is not altogether the fault of the teacher, it is not altogether the fault of the child, it is rather the outcome of the system coupled with human nature as it is.

Age of Competition

Again we are told that examinations are necessary in this age of competition, in order to distribute the prizes with justice. There is something of truth in that statement.

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1723
Peak Hotel	1805
Talkoo Sanatorium	1000
Mt. Davis	877
Bowen Road (differbed)	297
Mainland	Feet.
Tai-mo-shan	8124
Kowloon Peak	1971

It is a way, but is it the only way? It is certainly a working method when, let us say, a number are competing for a position or a scholarship, but of what practical use is the system in school life as an adjuster of competitive claims? There are no competitive claims. There is this further disadvantage that the examiner does not know the candidates. He has probably never met them. He examines papers not boys nor girls, and because of that, tests very often do what they should not do. They give a lazy, good-for-nothing, brilliant youngster, who is the quintessence of sang-froid, a high place which he, on his diligence and conduct during the year, does not deserve, and leave the steady plodder, not so brilliant, who is tired out at the end of a year's genuine work, in the lurch. The results of the examinations should not depend solely on the brilliance of the individual, but they do—and in the present system it cannot be otherwise. No account is made of work done during the year. Oh, but the results are a good criterion of that. Are they? Experience shows that many who are head and shoulders over the others during the year are hopeless in exams because of stage fright. Nervousness has meant the failure of many a deserving candidate. That is true of competitive tests in the true sense of that term. It is still more true of examinations in which schoolboys and schoolgirls are the victims. A quiet talk with prospective candidates would do more to bring to light real talent than all the examinations ever invented, and the reason is that a friendly talk does not terrify and examinations do. That method of testing school children is not quite so impossible as it looks, for the year is long, and in most schools the teachers are many. It does not take a good teacher long to discover whether a pupil is fit for promotion or is better placed where he is. The system could be controlled by inspection.

Accuracy in Answering
In examinations generally very little consideration seems to be given to anything but the accuracy of the answering. It is, perhaps, difficult to have it otherwise on account of the huge number of candidates presenting themselves in the various centres the world over. But again little things might be attended to without an undue increase of labour. Here again the impersonality of the test is the obstacle. The personal element of contact with the examinees is absent. Some candidates are extremely neat and orderly, others are not. After all is said and done the faculty or habit of neatness and order is as big an asset in the life of a child—and of a man, for that matter—as is its being able to spell longitudinarianism correctly. Definite marks should be set aside for neatness and the candidates should know that beforehand. In mathematical papers there may be a world of difference in the methods used by two contestants to arrive at the correct solution. Yet if both have all their problems correct both get full marks. It is the well-ordered mind that is going to make the efficient citizen of the future. It may not be as well stocked with erudition as the mind of some brilliant but slovenly student, but it will do more practical good. And yet these factors are rarely given due credit in an examination. An examination should be a test of the year's work in all its phases not merely of the accuracy of answers to questions.

On Leaving School
Many of the pupils of the schools and colleges of Hong Kong are going in for their final test. With that examination their school life ends and they pass from their teachers' care to fend for themselves. They may have done exceptionally well in their school course. They may have taken first place time and time again in the public examinations. Are they thereby made perfect citizens, really prepared to face the battle of life? Examinations may show that mentally they are fit to hold their own against all comers. That is not enough. How many of them have got the moral training to enable them to meet the dangers to which every boy and girl is exposed through contact with the outside world? The boys and girls of today are the men and women of tomorrow. On their training depends the moral standard of the State. And here we have, another lance to break with examinations. There is a danger, because of the important place examinations hold in the curriculum of the modern school that, even in our Catholic schools and colleges, the spiritual may be swallowed up in the material and the real object of life, the saving of one's immortal soul, be subordinated to the glamour of transient success in secular pursuits. The purpose of schools and colleges is to educate man. Man is composed of

a body and a soul. To neglect the education of the soul is to fall in the primary and essential end of all education. How many careers, though successful from a worldly point of view, have been rank failures, and how many have, in their longing to reach the pinnacle of material success, lost sight of the one thing that really matters because the education which should have been was not given. It was neglected, not wilfully, but because the call upon time to prepare for examinations swamped the realization, if not the thought, of the necessity of it.

Spiritual Helps
We are at the end of the school year and soon will be at the beginning of another. Children will, once again, be entrusted to teachers to be educated and made fit to take their place in the army that marches on the highway of life. To do that work properly it is not enough to prepare them for examinations and for material success, they must be armed with the spiritual helps necessary, helps which the teacher, taking the place of parents who too often neglect their duty, is bound in conscience to provide. Our ideal should be—and I am now speaking as a teacher to teachers—to send out the pupils entrusted to our care as well trained morally and mentally, and I may add, physically, as we can train them, and only by the earnestness of our endeavour to reach that ideal and not by the results of examinations should our success at the end of the school year be judged.

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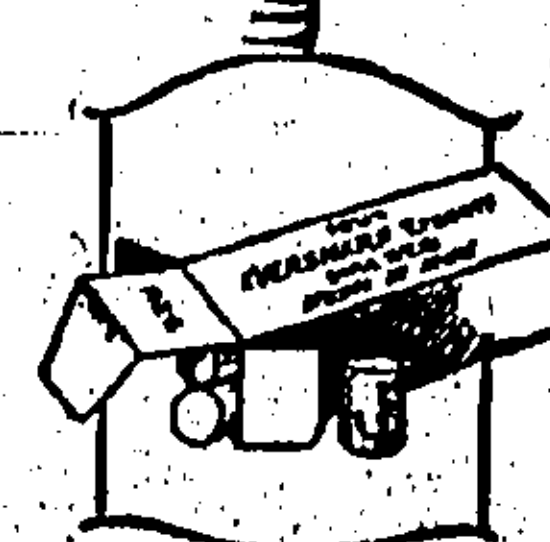
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LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
ATSUTA MARU	Saturday, 16th November.
KASHIMA MARU	Saturday, 30th November.
SYDNEY & MELBOURNE via Manila & Ports.	
KAGA MARU	Wednesday, 20th November.
TANGO MARU	Wednesday, 25th December.
BOMBAY via Singapore, Penang, & Colombo.	
TAMBA MARU	Monday, 11th November.
TOKIWA MARU	Wednesday, 27th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
ANYO MARU	Sunday, 22nd December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
WAKASA MARU	Friday, 6th December.
NEW YORK, BOSTON via Panama.	
TSUYAMA MARU	Friday, 8th November.
ASUKA MARU	Wednesday, 20th November.
LIVERPOOL via Port Said, Constantinople, Genoa.	
TOYOOKA MARU	Friday, 15th November.
CALCUTTA via Singapore, Penang & Rangoon.	
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O. S. K.

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BOMBAY—Via Singapore & Colombo.	
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DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
CANADA MARU	Monday, 2nd December.
CALCUTTA—Via Singapore, Penang & Rangoon.	
KASADO MARU	Monday, 18th November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
ARIZONA MARU (From Shanghai) Monday, 25th November.	
MELBOURNE—Via Manila, Brisbane & Sydney.	
HIMALAYA MARU	Friday, 8th November.
HAIPHONG—Via Hanoi & Pakhoi.	
MENADO MARU	Thursday, 14th Nov., 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	
JAPAN PORTS.	
INDUS MARU	Thursday, 7th November.
TACOMA MARU	Sunday, 24th November.
KEELUNG—Via Swatow & Amoy.	
CANTON MARU	Sunday, 10th November, Noon.
HOZAN MARU	Sunday, 17th November, Noon.
TAKAO—Via Swatow & Amoy.	
DELI MARU	Thursday, 7th Nov., 9 a.m.
TAKAO & KEELUNG.	
SOURABAYA MARU	Sunday, 10th November.

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SHIPPING SECTION.

STEVEDORE'S SAFETY CODE

LONGSHOREMEN AND RISKS OF ACCIDENTS

OBLIGATIONS

AN EFFORT AT SELF REGULATION

A conference of representatives of stevedoring and shipping firms, longshoremen and officials of the U. S. Employees' Compensation Commission, meeting in the Marine Service Bureau, San Francisco, adopted a uniform Pacific Coast Safety Code for stevedore operations aboard ship.

The work of the conference lasting but a single day was preceded by months of discussion in each port of three previous drafts of the code which was finally adopted. Those attending the conference were: For the Columbia River District, J. B. Gilkey, Portland Stevedoring Company and E. C. Hamilton, Brady & Hamilton, Inc., were in attendance. Mr. Hamilton voting the proxy of Capt. Paul McDonald, the third member. Capt. F. M. Edwards of the Matson Navigation Co., A. E. Stow of the American-Hawaiian S. S. Company and J. B. Bryan, president of the San Francisco Longshoremen's Association, were the San Francisco representatives; and T. H. Gorman, Pacific S. S. Co., Thos. James, Banning Company and C. G. Limecooley were the Los Angeles district delegates. Capt. J. C. Dolbeck of the Waterfront Employers of Seattle and J. C. Bjorklund, district secretary of the International Longshoremen's Association, Tacoma, represented the Washington district; Hugh Delany of Aberdeen, the third delegate being represented by proxy, Carl Strout of the Pacific S. S. Company. William A. Marshall of Seattle and Warren H. Pillsbury of San Francisco, deputy compensation engineers, and Frank C. Gregory, Safety Engineer, U. S. Employees' Compensation Commission; and Byron O. Pickard, safety engineer of the several shipping associations in San Francisco, who was elected chairman of the committee, completed the personnel.

Early Safety Efforts
Previous port safety codes had been developed and published, Vancouver, B. C., taking the lead on the Pacific Coast; the first one in United States ports was published by the Waterfront Employers of Seattle in March, 1928. This was the result of four years of work by the joint safety committee of longshoremen and employers which had been organized under the chairmanship of Jos. Weber of Griffiths & Sprague Stevedoring Company, and Capt. R. C. Brown, then of the Pacific S. S. Company, with M. E. Arkills as safety engineer. This committee which was organized in 1924 had met regularly and frequently, at least monthly, and out of the stevedoring experience of the port had built up a series of practical rules which stood the test of operating conditions and has been effective in steadily reducing accidents.

Another safety code was published in September, 1928, by the Accident Prevention Department of the combined Pacific American Steamship Association, the Ship Owners' Association of the Pacific and the Waterfront Employers of San Francisco.

Still further stimulus was given accident prevention work by the passage of the Longshoremen's and Harbour Workers Compensation Act which required of the U. S. Employees' Compensation Commission administering the Act that it recommend to Congress and shipping means for preventing personal injuries.

It is the experience of compensation legislation generally that accident prevention legislation closely follows on compensation legislation and in fact proves to be the most beneficial result.

The steadily mounting insurance costs provided a further incentive to shipping managements to develop accident prevention

and this coupled with co-operative relationships of longshoremen and waterfront employers throughout Pacific Coast ports led all interested groups to consider the possibility of publishing a single code, uniform in its provisions, applying in all ports of the Pacific Coast.

The Work of Drafting
The labour of actually drafting the code as now adopted was carried by the San Francisco leaders in the safety movement. No effort was spared in the work of drafting to word the rules clearly, simply and yet effectively. Every care was taken to avoid undue cost to ship and stevedore but at the same time thorough safety standards were rigidly adhered to. The result is that minimum standards were adopted, which progressive shipping or stevedoring companies will equal if not exceed; only careless or indifferent companies are at all liable to feel the pinch.

In addition to the effort to provide a safe place for the longshoremen to work, the longshoremen themselves have their obligations to carry. Safe equipment is not only required by the code but the longshoremen must use it. There is no substitute for vigilance on the part of the men, though the rules are drawn as nearly as possible to protect a careless workman against himself, likewise protecting his fellow workmen.

The code as it has finally been adopted, is essentially an orderly grouping of a collection of sensible rules the result of accumulating experience out of one or many serious accidents to prevent a recurrence. Each rule has run the gauntlet of searching criticism and practical test, having been submitted through out all interested groups in shipping up and down the Pacific Coast. 10,000 copies of the published code are being distributed.

Effort at Self-Regulation
Stevedoring is following in its safety efforts the industrial experience of factories throughout the country. The increased use of machinery, scheduled sailings of vessels, the casual nature of the work of longshoremen working interchangeably for employers, and the inherent hazards in the industry all make for mounting personal injuries.

Norman F. Titus, until recently chief of the division of transportation in the U. S. Department of Commerce and a practical shipping man, instantly pointed out the need for shipping to take a leaf from the experience of factories in organized prevention work.

Three Stages
The first stage is passed, namely, passage of the Compensation Act. Shipping on the Pacific Coast has been rapidly advancing into the second stage, namely, drafting, a considered, moderate, practical code accepted by government and industry. This is enforced by the competent representatives of the Commission in the persons of the Safety Engineer, Mr. Gregory, and the Pacific Coast Deputies, Messrs. Marshall and Pillsbury. The code represents on the whole a most satisfactory beginning worked up from the experience of the industry, and through the future educational steps necessary probably will secure acquiescence of all but the indifferent or inactive or careless or even hostile fringe members of the industry, whether of management or men.

It would appear as though we are entering on the third stage of development, namely, the application of this code to all branches of the industry. The code which has finally been adopted represents an effort at self-regulation by shipping and depends upon the education of men and management for its effectiveness. The adoption was wholly voluntary and its enforcement must be equally so; as there is no authority vested in any governmental body at present, at least, to enforce safety measures.

There are however active port and district safety committees in California, Oregon and Washington with a safety engineer in charge in each one, continuously at work in the difficult task of preventing personal injuries.

Perhaps the most hopeful aspect of this coast-wide highly organized accident prevention programme is that the interests of all parties concerned are common and in no sense conflicting. The rate payer men in the hospital and more on the job; lower insurance rates for the contracting stevedores; less delay to ship and less damage to cargo. It is the proven experience of industry through careful and elaborate studies by the Federated Engineering Societies that safety and production go hand in hand and are in no sense opposed; in other words "the safe industry is the productive one; the greater the safety, the greater the production."

What's Ahead?
Atlantic, Gulf and Great Lakes Coasts are all actively at work in similar organized safety efforts. All four coasts are interchanging experience.

A bill has been introduced into Congress changing the powers of the U. S. Employees' Compensation Commission from merely making regulations on safety to actually regulating safe practice in stevedoring, with the unqualified approval of shipping. Moreover it is clearly recognized in shipping circles that port safety regulations in American ports, which shall be binding on foreign as well as American ships, have international application. Stevedore safety regulations for American ports are being worked out with a view to conforming with the regulations of other nations so that there shall not be developed unwitting conflicts in standards which may tend toward friction, delay and unnecessary handicaps. The International Labour Office of the League of Nations at Geneva has held two conventions on the subject of an international port safety code with the prospect that all shipping nations will adopt practically identical safety regulations. This Pacific Coast code is in substance agreement with the proposed international code.

PASSENGER LIST

DEPARTURES.

Per "President Pierce" from Hong Kong for San Francisco, November 6.

Miss Helen E. Armstrong, Mrs. T. J. Cokely, Miss Alice B. Davis, Miss Madge Ashley, Miss Maimie Ashley, Mr. and Mrs. J. J. Dorovan, John K. Gold, Mrs. M. B. Blair, E. C. Chittwood, Mrs. M. O. Forster, Master Francis Forster, Mrs. E. J. Head, Hamilton Johnson, Mrs. G. M. Loe, Mr. and Mrs. A. W. McCallum, K. H. Robinson, S. M. Kirkman, C. H. Baxbaum, Mr. and Mrs. Vicente L. Xavier, V. J. Lock, Mr. and Mrs. D. W. Smith, Mrs. E. A. Probert, Miss Alita Davis, Miss Ruth B. Montzer, Mrs. H. E. Theiss, Lt. T. D. White, U.S.A., Mrs. T. D. White, W. W. Harris, Jr., Dr. Myrtle Noel, Keith Koons, C. T. McClellan, Miss Maribel D. Parodi, Victor Smith, Thos. W. Wright, C. A. Burnister, Mrs. W. H. Cashman, Mr. and Mrs. R. L. Tiegler, Mr. and Mrs. R. D. Arnold, Master Paul Arnold, Mr. and Mrs. C. A. Stiebel, T. S. King, H. G. McNeary, R. J. Crokam, L. M. Clumbeck, Mrs. Olive W. Clapp.

SHIPPING BREVITIES

Capt. R. J. S. Sneddon, of the s.s. "Suisun," which arrived here from Japan via Amoy yesterday, has reported to the Harbour Office that the vessel passed the wreck of a schooner with her bottom up in Lat. 34° 14' N., and Long. 133° 19' E.

As he considered the wreck a danger to navigation, Capt. Sneddon issued wireless warnings to all ships and stations.

The Master at Arms of the R.M.S. "Empress of France" has reported that someone had entered a first class cabin and stolen a plain platinum ring, a platinum ring with solitaire diamond, and two other pieces of jewellery.

From the s.s. "Michael Jensen" came complaints from four Chinese, who said that they had been robbed of money and jewellery. One man valued his property at \$398, another claimed a loss of \$301, and the remaining two victims \$366 and \$357.

WARSHIPS IN PORT

British warships in port this morning were:

Basin: "Tamar," "Cicala," "Stormcloud."

North Army: "Serapis."

West Wall: "Berwick."

In Dock: "Hermes."

No. 6 Buoy: "Sirdar."

No. 7 Buoy: "Magnolia."

No. 8 Buoy: "Bruce."

No. 9 Buoy: "Tarantula."

No. 11 Buoy: "Sepoy," "Sterling."

No. 12 Buoy: "Thracian."

No. 13 Buoy: "Marazion."

Cosmopolitan Dock: "Somme."

Foreign Men of War

Italian gunboat: "Sebastiano Caboto."

French gunboat: "Argus."

COLONY PLAGUE FREE

We are informed by the Netherlands Consul General that Hong Kong has been declared plague free by the authorities of the Dutch East Indies.

MOVEMENTS OF STEAMERS

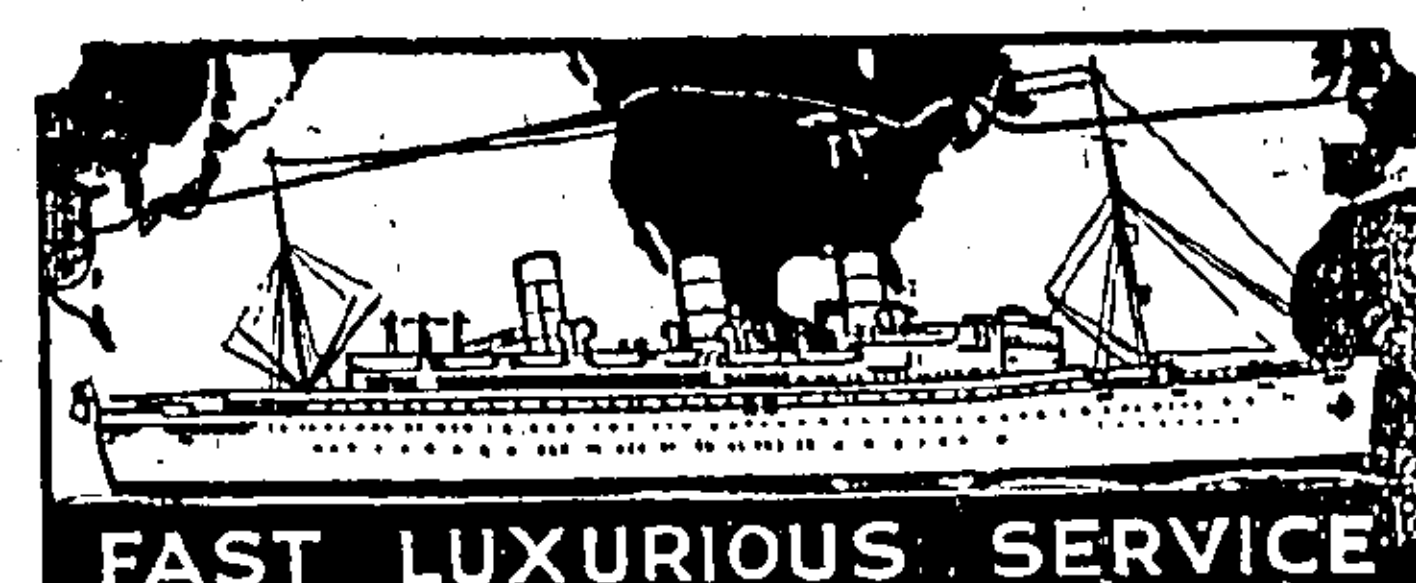
The P. & O. s.s. "Mantua" from Hong Kong arrived London on November 2 at 10 a.m.

The P. & O. s.s. "Macedonia" left Shanghai for this port on November 5 at 3.30 p.m., and is due here on November 8 at about 6 a.m.

CONSIGNEES' NOTICES

Consignees of cargo ex M.V. "Malaya" are reminded to take delivery of their goods which will be subject to rent after November 8.

Consignees of cargo ex s.s. "Jeniorich" are reminded to take delivery of their goods which will be subject to rent after November 12.



FAST LUXURIOUS SERVICE

—to America and Europe

TRAVELLERS bound for America or Europe avail themselves of speedy and comfortable service when they go Canadian Pacific.

The White Empresses are the largest, newest and fastest liners on the Pacific. They cross from Yokohama to Vancouver in 9 days; from Shanghai to Vancouver in 14.

These ships connect with the summer trains, "Trans-Canada Limited" and "Mountaineer," at Vancouver, enabling passengers to make the earliest sailing of a Canadian Pacific Atlantic liner.

CANADIAN PACIFIC

Next Sailing to the Pacific Coast

"EMPRESS OF CANADA"

November 16th, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

SAILING DATES FOR NOVEMBER, 1929 (Subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 1.30 p.m.

S.S. "TAI HING" S.S. "TAI MING"

[1,068 tons—Capt. Trott.] [649 tons—Capt. G. J. Spink.]

NOVEMBER. NOVEMBER.

SUN. 10th WED. 20th WED. 6th FRI. 22nd

FRI. 15th MON. 25th TUES. 12th WED. 27th

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Samshui, Shihing, Takling & Dosing) and return to Hong Kong (via same ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Ho On Wharf.

For information apply to—KWONG WING CO., LTD.

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QUEENSLAND PORTS, AND RED SEA, EGYPT,
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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MACEDONIA	11,120	9th Nov.	Bombay, Marseilles & London.
*KIDDERPORE	5,324	19th Nov.	Straits, Colombo & Bombay.
*KASHGAR	9,005	23rd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,019	7th Dec.	Bombay, Marseilles & London.

* Cargo only. † Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Rhedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*TAKADA	6,949	6th Nov.	Singapore, Penang & Calcutta.
SHIRALA	7,841	19th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	22nd Nov.	Singapore, Penang & Calcutta.
TAKLIWA	9,114	13th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,000	22nd Dec.	Singapore, Penang & Calcutta.
TALAMBA	8,018	31st Dec.	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.L. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS. (South).

*TANDA	6,955	29th Nov.	Manila, Sandakan, Thursday Island.
ST. ALBANS	4,509	3rd Jan.	Townsville, Brisbane, Sydney & Melbourne.
NELLORE	3,853	31st Jan.	Melbourne.

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hainan, Cebu, Kolambuan, Tawao, Timor, Darwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RAWALPINDI	16,019	8th Nov.	Shanghai, Kobe & Yokohama.
*ALFPORE	5,273	12th Nov.	Moji & Kobe.
*LAHORE	5,304	12th Nov.	Shanghai, Moji, Kobe & Yokohama.
TAKLIWA	9,114	13th Nov.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	21st Nov.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,000	23rd Nov.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	1st Dec.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,668	7th Dec.	Shanghai, Moji, Kobe & Yokohama.
*JEYPORE	5,318	9th Dec.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	10th Dec.	Amoy, Moji, Kobe & Osaka.
ST. ALBANS	4,509	10th Dec.	Moji, Kobe, Osaka & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 5.00 a.m.

Sundays excepted.

Freight and Passage apply to:—

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COLONY'S WATER SUPPLY

STORAGE STILL DECREASING
STEADILY

CONSUMPTION FOR THE WEEK

The "China Mail" is informed that total storage in the island reservoirs on Monday morning amounted to 1,699.58 million gallons, showing a decrease of 50.01 million gallons during the past week. The amount collected from streams was 4.21 million gallons. The week's consumption amounted to 64.22 million gallons.

In Kowloon

The total storage in the mainland reservoirs on Monday morning amounted to 514.64 million gallons, showing an increase of 0.03 million gallons during the past week.

The week's consumption amounted to 28.81 million gallons, not including 1.57 million gallons supplied to water boats at Lai-chi-ko.

The yield from the Shing Mun River and streams during the week was 28.41 million gallons.

Storage

The following shows the amount in storage (million gallons) on the dates named:—

Date	Hong Kong	Mainland
April 22	326.38	136.81
" 29	327.26	117.44
May 6	311.72	125.65
" 13	309.31	125.34
" 20	282.97	115.50
" 27	261.03	102.18
June 3	237.50	87.96
" 10	212.71	85.61
" 17	192.76	80.61
" 24	177.62	100.28
July 1	176.54	114.27
" 8	157.79	105.52
" 15	153.07	207.91
" 22	146.22	217.00
" 29	99.80	297.04
Aug. 5	1,251.86	438.53
" 12	1,356.64	442.35
" 19	1,616.86	452.35
" 26	1,739.69	461.41
Sept. 2	1,738.13	467.96
" 9	1,914.62	495.71
" 16	1,906.81	496.35
" 23	1,881.01	501.32
" 30	1,884.24	513.80
Oct. 7	1,880.13	514.98
" 14	1,839.69	515.03
" 21	1,724.29	514.87
" 28	1,749.59	514.61
Nov. 4	1,699.58	514.64

The following figures show the weekly consumption (million gallons) on the dates mentioned:—

Date	Hong Kong	Mainland
April 22	37.50	80.76
" 29	37.59	29.83
May 6	33.03	27.17
" 13	30.67	25.07
" 20	31.93	25.06
" 27	33.88	25.36
June 3	27.43	24.86
" 10	27.37	19.59
" 17	30.18	14.04
" 24	27.14	11.03
July 1	27.21	20.71
" 8	26.25	19.91
" 15	26.77	17.37
" 22	26.32	23.28
" 29	31.53	22.31
Aug. 5	31.85	22.17
" 12	32.27	20.25
" 19	32.86	25.36
" 26	31.47	23.91
Sept. 2	30.86	27.62
" 9	31.47	27.29
" 16	32.41	28.07
" 23	32.41	28.07
Oct. 7	32.41	28.07
" 14	32.41	28.07
" 21	32.41	28.07
" 28	32.41	28.07
Nov. 4	32.41	28.07

BRITAIN TO AUSTRIA

Government's Hopes For Republic

Rugby, Yesterday.
Replying to a Parliamentary question on the political situation in Austria, Mr. Henderson, Foreign Secretary, said that both parties in that country were discussing constitutional problems in the manner provided for by Parliament. Institutions of their country, and in a spirit congenial to these institutions.

The British Government sincerely hoped that the endeavours of the Republic would enable it to return rapidly to normal conditions, and to disarm and disband those semi-military organisations which hampered progress and development. Any attempt to deal with problems by other means would mean a breakdown of present Parliamentary negotiations, which would naturally cause British Government grave concern, as such would constitute a serious menace to international stability. British Wireless Service.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTIE" & "TAIPING"

These New Vessels Maintain a Regular Service from HONG KONG TO AUSTRALIAN PORTS via MANILA and THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

Excellent and Most Up-to-Date First and Second Class Passenger Accommodation.

HONG KONG TO SYDNEY—SUNDAY.

Steamers	Due Hong Kong	Due to Sail
TAIPING	10th November	12th November
CHANGTIE	17th November	19th November
TAIPING	24th November	26th November
CHANGTIE	1st December	3rd December

For Freight and Passage apply to:—

1/A, Connaught Road N.E.

Agents.

INDO-CHINA

STEAM NAVIGATION CO. LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
Tsao via S'ow & S'hai	HOPKINS	Sun, 10th Nov. at 7 a.m.
Tsao via S'ow & S'hai	HANGSANG	Wed, 13th Nov. at 7 a.m.
Tsao via S'ow & S'hai	FOOSHING	Sun, 17th Nov. at 7 a.m.
Osaka via Amoy, Moji & Kobe	HOSANG	Sun, 10th Nov. at 7 a.m.
Osaka via Amoy, Shanghai, Moji & Kobe	KUTSANG	Tues, 19th Nov. at 7 a.m.
Osaka via Amoy, Moji & Kobe	NAMSANG	Wed, 27th Nov. at 7 a.m.
Osaka via Amoy, Moji & Kobe	YUENSANG	Tues, 3rd Dec. at 7 p.m.
Osaka via Amoy, Moji & Kobe	SUISANG	Wed, 18th Dec. at 7 a.m.
S'pore, Penang & Ceylon	KUNSAW	Sat, 16th Nov. at 3 p.m.
Sandakan	MAUSANG	Thurs, 7th Nov. at 11 a.m.
Tientsin via Foochow, Wei-hai-wei & Noychwan	HINSANG	Thurs, 20th Nov. at 3 p.m.
Tientsin via Foochow, Wei-hai-wei & Noychwan	CHIPSING	Fri, 15th Nov. at 7 a.m.
Tientsin via Foochow, Wei-hai-wei & Noychwan	CHEONGSHING	Thurs, 28th Nov. at 7 a.m.

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone Central 215. General Managers.

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Town Office: 54, Connaught Road Central, Hong Kong. Tel. Central No. 458.

Shipyard: Sham-Sul-Po, Kowloon, Hong Kong. Tel. Kowloon No. 1.

Estimates furnished on application.

Hong Kong, April 1, 1924.

PACIFIC PARLEY

Japanese Attitude To Manchuria

Kyoto, Yesterday.
The Manchurian question continues the main topic of discussion at the "round-table" forum. The Japanese maintain that the Chinese people have greatly benefited by Japanese enterprises in Manchuria, as well as from the keeping of peace and order there, while the Chinese delegates are taking exception to the number of points in the Japanese claims.

Discussions are not crystallising but proposals were made for the formation of a Sino-Japanese Committee of investigation or conciliation, and a Sino-Japanese agreement wherein Japan would pledge respect to China's sovereignty. China to agree to respect existing treaties and agreements. Such proposals, however, need further refinements and compromise, which is being tried through personal conferences of the Chinese and Japanese delegations.—Reuter.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Doreck during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

November 6 to 12, 1929			
Date	High Water	Standard Time	Lower Water
Nov. 6	11 15 a.m.	11 15 a.m.	5 55 p.m.
Nov. 7	11 15 a.m.	11 15 a.m.	5 55 p.m.
Nov. 8	11 15 a.m.	11 15 a.m.	5 55 p.m.
Nov. 9	11 15 a.m.	11 15 a.m.	5 55 p.m.
Nov. 10	11 15 a.m.	11 15 a.m.	5 55 p.m.
Nov. 11	11 15 a.m.	11 15 a.m.	5 55 p.m.
Nov. 12	11 15 a.m.	11 15 a.m.	5 55 p.m.

PRINCE OF WALES

To Shoot Big Game in Africa.

London, Yesterday.
It is understood that the Prince of Wales will shortly resume his African tour, which was interrupted by the King's illness last November. According to present arrangements the Prince will sail to Cape Town on January 3, and thence go up country to shoot big game. He will be back in England early in April.—Reuter.

Going to Europe or America?

Five Reasons for President Liner Preference

1. California fruits, vegetables and dairy products are served every meal throughout the voyage.
2. Every stateroom is on an outside deck and is equipped with running hot and cold fresh water, thermos bottles and reading lamps. Twin beds of the finest manufacture are standard equipment in every stateroom on the President Liners.
3. There is a swimming bath aboard every President Liner. It is refilled daily.... And is always available for use.
4. A College orchestra, versatile in its musical accomplishments plays for luncheon, tea-dancing, dinner and for evening parties.
5. See Egypt at no additional cost, and without loss of time. Many passengers avail themselves of the opportunity of seeing Egypt by leaving their President Liner at Suez, going by motor to Cairo and rejoining ship at Alexandria three days later.

On your next trip to Europe or America travel on the President Liners.

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11, Pedder Street, (opposite Hongkong Hotel)

Telephone Central 2177, 2178 and 795

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AND

DOLLAR STEAMSHIP LINE

THE PREMIER ALL-WATER ROUTE TO NEW YORK

and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

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42 Days To New York.

For Passengers and Freight information please apply:—

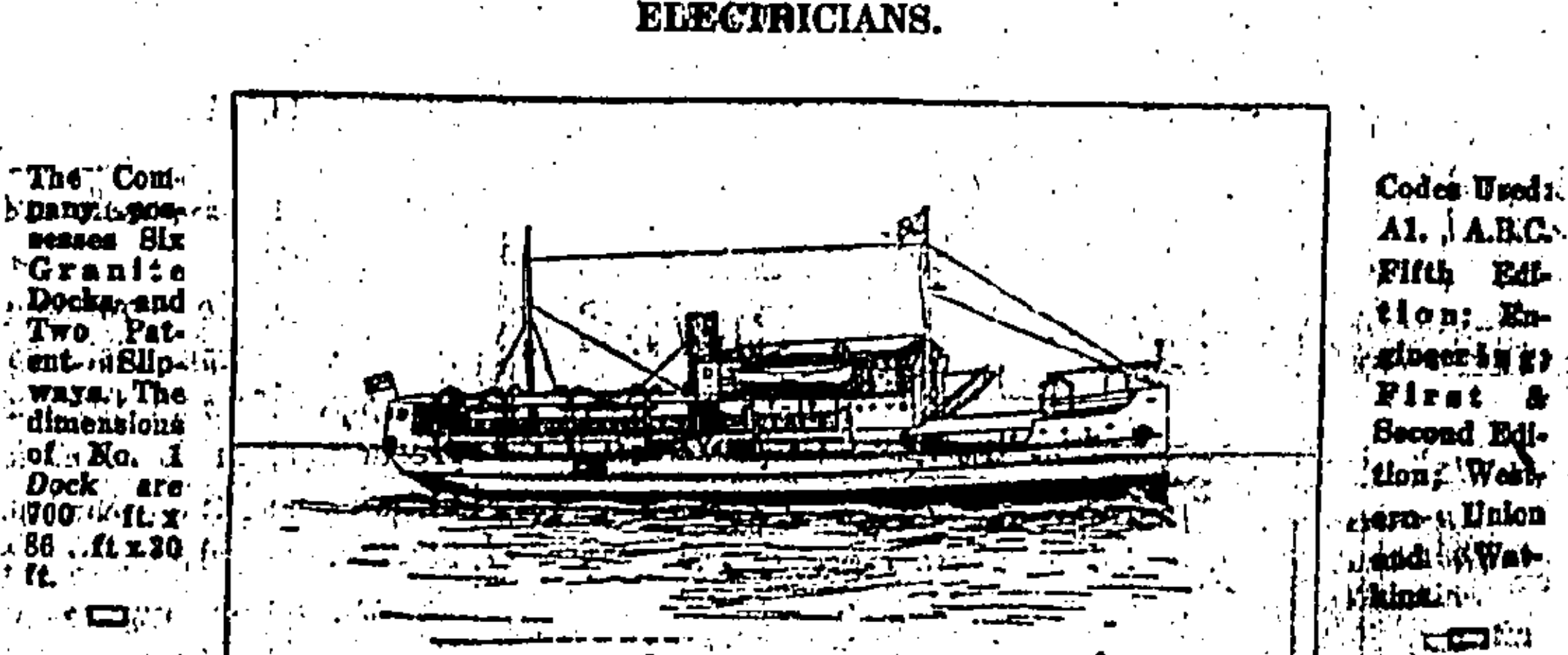
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M.S. "SUGBO"

Single screw steam passenger and cargo motor ship. Dimensions: 115 ft. x 28 ft. x 11 ft. 6 in. D.W. 470 tons; B.H.P. 360; Speed 12 knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd. at the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

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OLD BLANKETS

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AL JOLSON

"THE SINGING FOOL"

AT 2.30, 5.10, 7.15—\$1.50, \$1.00, 70 cts. & 50 cts.
AT 9.20 —\$2.00, \$1.50, \$1.00 & 60 cts.
Servicemen: 60 cts. to Stalls, all shows!

AT THE
QUEEN'S TO-DAY TO SUNDAY
At 2.30, 5.10, 7.15 & 9.20.



TIM MCCOY

IN
"BEYOND THE SIERRAS"

AT THE Final Showing To-day
STAR At 5.30.

AT 9.15
**RUTH
VAN VALEY
REVUE**



FROM THE
STARTLING DRAMA
BY SOMERSET MAUGHAM

AT THE
WORLD
Final Showings
To-day
Continued
Performance
From 1.15 to 11.15

WHITEAWAYS

SPECIAL DISPLAY
OF
NEW CURTAIN NETS

NEW DESIGNS
AND
COLOURINGS
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CURTAIN NETS

Allover and striped designs
in Variegated Colours.
Fast Colours for washing.
40 inches wide.

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Overland China Mail.

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\$13 including postage \$15, payable
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Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Office: Central 22.
Editorial: Central 4641.
Cable Address: Mail, Hong Kong.

All communications should be
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terprise, Ltd., to whom all remit-
tances should be made payable.

London Offices:—The Far East-
ern Advertising Agency (London),
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Hong Kong, Wednesday, Nov. 6, 1929.

EMPIRE PLANNING

For many years it has been the endeavour in these columns to give expression to the view that our British Empire—now becoming so generally known as the British Commonwealth of Nations, almost following in this the Biblical expression "A Nation and a company of Nations,"—that this vast agglomeration of lands and peoples, is worthy of consideration as an economic whole. For the purpose of the moment we are not concerned, nor are we going to argue, about whether a broad line of fiscal policy or one set by narrower bounds would best serve such an end. The main point for which we have always contended is that the varied resources of our component countries are such that we are capable of supplying our requirements, in practically all directions, if suitable organisation and development are called to our aid.

Most people nowadays have travelled some distance from the position held formerly that freedom alone is required for a nation's economic success. Such ideals do not always help to make the wheels of mills turn round, though it is still sometimes argued that they should. If we desire an example, and that a striking one, of the manner in which a nation may be built up under artificial fiscal conditions, we have only to look across the Atlantic at the great Federation of the United States. Here is a great area stretching through degrees of latitude which make possible a wide range of products, and reaching east and west over

such distances as embrace natural resources of all kinds, actual or potential; yet, lest the possessors should become too presumptuous, tempered withal with great tracts of arid lands, where, so far as knowledge goes, little development is practicable, or where attempts have ended in no more than doubtful success.

Inside this union the several States are virtually independent, and though this gives rise to anomalies and even abuses, so that it is now recognised that co-ordination is desirable, the various components of the Union are extremely jealous of their individual rights. For external purposes, however, the Federation acts as a single body, and, whatever there may have been in the way of incidental disadvantages, it was a Federal policy which lay at the root of the great constructive programme which has resulted in maintaining the whole country as a single internal market, from which external competition has been by degrees virtually eliminated.

At long last the possibilities of our own vast Empire seem to be dawning upon our people, and parties of various political creeds

Royal Aviator.
THE Prince of Wales, more than any member of the Royal Family, will regret the coming of darker evenings and the passing of Summer time. Since he accepted delivery of his new Gypsy-Moth he has on quite a number of evenings, motor-cycled over to Northolt, R.A.F. Aerodrome, and with Squadron Leader Don set off on an air-cruise of the Home Counties.

Many of these trips have been undertaken in 1929 that H.M. should gain experience with the controls and to perfect his handling of the plane under as varying conditions as possible. For this reason the hangar at Northolt is never locked.

The King's Tutor.
KING George's old tutor and personal domestic chaplain, Canon Dalton, attained recently his 90th birthday.

are piping the same tune, with, of course, variations. It is a long while since we first alluded to the fact that greater Empire trade and development would reduce many of the troubles we are faced with at home, says "Engineering," which continues: Within recent weeks not only has Mr. J. H. Thomas definitely ranged himself on the same side but, from so unpromising a sphere as a trade union congress there now comes a recruit in the form of Mr. Ben Tillet. We term such a congress unpromising, because none are so blind as those who will not see, and while the trades union movement is essentially protectionist, the individuals concerned in it usually illogically attempt to dissociate themselves from any such policies, save as affecting their own earnings, a lop-sided scheme incapable of withstanding careful scrutiny. Both Mr. Thomas and Mr. Tillet seem now to have got beyond this stage, and would appear to be on much the same ground as many others, though perhaps not yet committed to the same extent.

We may hope, therefore, now we are largely agreed upon basic principles and have all arrived at the fact that Empire development would be a good thing, that these matters will be handled in a broad and non-party spirit and that they may be committed to a council or councils truly representative of our varied industries, and of the countries involved. That they should likewise represent sound finance, and also science, the latter with a view to the finding of new openings, goes also without saying.

A warrant had been issued for the arrest of a shop foki, who is alleged to have absconded with \$1,719.40, from the On Hing Lung store, of the Central Market.

In celebration of the marriage of their daughter, Miss Gertrude Suk-woon, Mr. and Mrs. Chan Lim-pak are holding a dance at their residence, 15, Peak Road, on Monday night (November 11) starting at 9.45 p.m.

A shop foki, aged 38 has been arrested by the Police for the possession of six forged \$100 notes of the Chartered Bank. It is also stated that the man had successfully passed a few of the notes before he was arrested.

The forthcoming marriage is announced of Mr. Alan Stephen Mitchell, Insurance Assistant, of 9, Tregunter Mansions, May Road, and Miss Doreen Theresa Byrne, of Woodburn Court, Calcutta, who is sailing from the United Kingdom by the s.s. "Khyber."

MEN, WOMEN, AND AFFAIRS

The Flying Prince: Tutor to the King: Trapping Wild Life: People Who Chatter: Lord Lonsdale as Fox-Hunter: Premier as Journalist.

ment against its decision to declare an open season against opossums, for permission to trap the opossums, which are harmless and interesting creatures. Their total extermination is feared.

The Wild Life Preservation Society of Australia is one of the bodies pleading that the native bears and opossums may be protected, as in 1927 68,758 bears were killed and over 8,000,000 opossums taken. Let the authorities begin, say some Australians, by exterminating imported pests.

On Talking.
A correspondent, whom I suspect of being an American, as he quotes from an American newspaper, sends me some terrifying statistics on the subject of too much talking. His authority is an American writer who has evidently been sorely tried by the talkative person, and more particularly by the talker who frequents railway trains to the distress of his fellow-travellers. Fortunately for us, English carriages are differently constructed from those in the United States. There the talker is plainly at his worst. "You plan to go on a trip of quietness and relaxation. But the ubiquitous train talker, or, as they call him, the 'talker,' is in the dining-car, the smoking-room, the observation-car, in the seat behind yours, or, worst of all, he has the upper berth of your section."

A Famous Fox-Hunter.
LORD Lonsdale, as was to be expected, is taking a keen interest in the centenary of John Peel, the famous Cambrian fox-hunter, which was celebrated last month.

John Peel is a legendary figure in the Cumberland fells, and many stories are told about him, but in the outer world his fame is firmly established by the song, "D'ye Ken John Peel?" Like many another immortal song, its birth was something of an accident. John Woodcock Graves, the author, has left an account of how he came to write it.

Peel and he were sitting by the fire on a wet winter afternoon, and for lack of something else to do Graves said he would write a hunting song. Soon afterwards he returned and read the song to Peel, and in a burst of enthusiasm declared, "By Jove, John Peel, you'll be sung when we're both run to earth," which proved to be perfectly true.

Premier As Journalist.
IN spite of the question recently raised in the London Press whether Cabinet Ministers should contribute newspaper articles, it is noteworthy that a series of articles by Mr. Ramsay MacDonald is appearing at present in the Austrian Press.

MUI TSAI CASE

Girl Claimed To Be Adopted Daughter

At the Kowloon Magistracy this morning a Chinese woman named Wu Pui-fung, was summoned at the instance of the S.C.A. for unlawfully having in her employment at 16, Balkeley Street, Hung-hom, a mui tsai under the age of twelve years.

The defendant, in responding, said the girl was not a mui tsai but her adopted daughter. Acting Sub-Inspector E. G. Post of the S.C.A. informed his Worship that he understood that Mr. H. R. Butters, Assistant Secretary for Chinese Affairs, was to prosecute but had learned that he was ill. In that case he would therefore ask for a date to be fixed for the hearing. His Worship adjourned the case for a week.

HONOURS DEGREES

Engineering Graduates at University

The Senate of the University of Hong Kong has, on recommendation of the London Assessors, awarded Honours Degrees to the following Engineering Graduates:

Chan Kui-chuan (1st class honours).
H. T. M. Barma (2nd class honours).
H. Braga (2nd class honours).
Kwa Soon-hwei (2nd class honours).
Mok Yock-chen (2nd class honours).
The system of sending Final Examination papers and record of laboratory experiments and drawing office work done during their course by candidates for the Engineering Degrees to London Assessors (who are examiners in the engineering subjects in the London University) has always been followed by the Board of the Faculty of Engineering in the University of Hong Kong. It is satisfactory to notice that every year since the first Final Examinations were held in 1916 the London Assessors have awarded Honours Degrees.

SMOKE NUISANCE

Neglect of a notice from the Magistrate to comply with the abating of a nuisance caused through not stoking a fire, led to a Chinese of 10, Ki Lung Street appearing before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, charged at the instance of Sanitary Inspector A. C. Simton.

The Inspector said that the Sanitary Department had received many complaints from the Shamshui Police Station of the nuisance caused by the black thick smoke which blew over to the station.

Mr. Simton interposed to say that he watched the chimney for 18 hours and at times the volumes of black oily smoke that came out lasted for over 5 minutes.

His Worship adjourned the case for a fortnight.

"POPPY DAY"

The following telegram has been received by the local branch of the British Legion from Earl Jellicoe, G.C.B., O.M., G.C.V.O.:

"Gratefully remembering help given to Poppy Fund in past years by sympathisers in Hong Kong and associated districts I earnestly and confidently appeal for even more generous support on this coming eleventh anniversary of armistice. The need of beneficiaries of the fund is most urgent."

—JELICOE.

TEN YEARS AGO

[From the "China Mail"
November 6, 1919.]

To-day's dollar is worth 4/6 2/10d.

A deputation from the police recruits has approached the C.S.P. (Mr. E. D. C. Wolfe). Their wages are found to be insufficient and those who, still obliged to attend the morning fire drill, naturally find that a bit too much. With regard to these complaints we are making enquiries with a view to returning to the subject. Is it true that these wages range from \$60 to \$80 a month only, and the recipients include married men? If so, the Government did wrong to import such men on such impossible terms. We have also asked one of our reporters to ascertain if firemen's duties are compulsory upon them. If so, \$15 a month extra is not much good. If a white man has to do police work here, pay means allowance, washing, etc., out of \$50 a month, we require no further explanation of the recent shocking suicide. Such prospects would appeal to any man.



EVERY MORNING

Just before breakfast DAIRY FARM MILK & CREAM is delivered to your door. All the freshness and goodness is sealed in by our sanitary capped bottles... in fact it is bottled HEALTH.

The Dairy Farm Ice & Cold Storage Co., Ltd.

Do The USUAL In An UNUSUAL Way!

FRY'S
FANCY BOX CHOCOLATES
FOR CHRISTMAS
FOR FRIENDS AT HOME.

Upon instructions we shall be pleased to arrange delivery for you, to any address in the UNITED KINGDOM, an attractive presentation box of Messrs. J. S. FRY & SONS world famous chocolates, really an appreciable and attractive CHRISTMAS GIFT. We request you to choose from the following list the particular item you would like dispatched to your friends at home, enclose address and remittance as stated—and we will do the rest.

	Per box.	Dainty	Per box.
Oval Supreme	\$18.50	Dainty	\$5.90
Butterfly Casket	8.60	Venetian	4.95
Sea Study	8.30	Trinket Box	4.30
Lakeland	6.45	Old England	4.15
Utility	6.15	Chandos Assortment	2.15
		per box	
Goodwood Assortment	\$1.80 (1 lb. net)		
Goodwood Assortment	3.20 (2 lbs. net)		
Beverley	1.80 (1 lb. net)		
Beverley	3.20 (2 lbs. net)		

MAIL CLOSES NOV. 8th.

JOHN D. HUTCHISON & CO. LTD.
KING'S BUILDING—Connaught Road C.

G. FALCONER & CO. (HONG KONG) LTD
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)
Agents for: ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

HONG KONG SHARE MARKET

To-day's Deals and Quotations

Stock	Buyers	Sellers	Sales	Notes	Paid up Value	Highest & Lowest 1928-29	Dividend
BANKS.							
Hong Kong Bank	1,355	...	...	...	\$125	1,385-1,150	£3 Int. 1929
Chartered Bank	...	...	...	...	£5	21.15-18.63	7 1/2 Int. 1929
Mercantile Bank, A. & B.	...	...	...	...	£12.10	34 1/2-30	8 Int. 1929
Bank of East Asia	...	...	...	...	£5	15 1/2-13 1/4	8 Int. 1929
Bank of China	...	...	...	...	£100	100-67	8 Int. 1928
INSURANCES.							
Canton Ins.	...	...	...	...	\$100	720-590	40 Int. 1928
Union Ins.	371	...	...	...	£15	1160-120	20 Int. 1927
North China Ins.	...	...	...	...	£40	50-33	M. \$3.50 1928
Yangtze Ins.	...	...	...	...	£3	2.50-1.75	...
China Underwriters	...	...	...	...	£50	110-204	18 Int. 1928
China Fire Ins.	...	...	...	...	£50	85-66 1/2	43 Int. 1927
H. K. Fire Ins.	...	...	...	...	...	...	...
SHIPPING.							
Douglars	...	...	26	...	\$50	43-27 1/2	4 Int. 1924
H. K. Steamboats	...	...	...	...	£15	12-23 1/2	1 Int. 1925
Indo-China (Pref.)	...	...	...	...	£5	52 1/2-30	125 Int. 1925
Shell Transport	...	...	...	...	£70	100-40	5 Int. 1928
Union Waterboats	...	...	22	...	£7	24 1/2-17	1.50 Int. 1928
MINING.							
Benguet	...	...	...	...	Po. 10	51.75-11	0.25 Int. 1929
Kailash Mining	...	...	...	...	...	...	...
Langkats (Comb.)	...	...	...	...	...	...	...
Shai Explorations	...	...	...	...	...	...	...
Loans	...	...	...	...	...	...	...
Tronoh Mines	...	...	...	...	...	...	...
DOCKS, WHARVES, GODOWNS, &c.							
H. K. & K. Wharves	...	...	...	...	\$50	148 1/2-120	8 Int. 1928
H. K. & W. Docks	...	...	...	...	\$50	48 1/2-34 1/2	4 Int. 1924
China Provident	...	...	...	...	\$5	6.00-3.90	1.20 Int. 1924
Hongkew	...	...	...	...	£100	510-125	13 Int. 1929
N. Engineering	...	...	...	...	£50	8.50-4.50	0.40 Int. 1928
Shanghai Docks	...	...	...	...	£75	145-89 1/2	7 1/2 Int. 1929
COTTON MILLS.							
Ewo Cottons	...	...	...	...	£5	23.10-7	To 40 Int. 1929
Shai Cottons (old)	...	...	...	...	£50	104-45	4 Int. 1929
Shai Cottons (new)	...	...	...	...	£15	76-27 1/2	4 Int. 1929
Zong Sing	...	...	...	...	£10	13-5	6 Int. 1926
LANDS, HOTELS & BUILDINGS.							
H. & S. Hotels	...	...	...	...	\$10	11.10-7 1/2	1.20 Int. 1924
H. K. Lands	...	...	...	...	\$25	68 1/2-59	2 Int. 1929
Shanghai Lands	...	...	...	...	£50	165-124	7 1/2 Int. 1929
Hampstead	...	...	...	...	£10	15 1/2-13	1 Int. 1928
H. K. Realities	...	...	...	...	\$10	9.35-7 1/2	0.30 Int. 1929
Chinese Estates	...	...	...	...	...	...	4 Int. 1928
PUBLIC UTILITIES.							
H. K. Tramways	...	...	...	...	\$5	27 1/2-18	0.50 Int. 1929
Peak Tram (old)	...	...	...	...	\$10	14-11.80	10 Int. 1929
Peak Tram (new)	...	...	...	...	\$5	9-6.05	10 Int. 1929
Sar Ferry	...	...	...	...	\$10	74 1/2-58	3.50 Int. 1928
Ch. Lights (old)	...	...	...	...	\$5	15.00-9 1/2	5 Int. 1929
Ch. Lights (new)	...	...	...	...	\$5	15.10-5.50	5 Int. 1929
H. K. Electric	...	...	...	...	\$10	67 1/2-47 1/2	2.50 Int. 1928
Macao	...	...	...	...	...	...	...
Sandakan Lights	...	...	...	...	\$2.50	8.30-3.08	4 Int. 1929
Telephone	...	...	...	...	£10	124-111	5 Int. 1928
China Bus	...	...	...	...	£1	1-16 1/2	5 Int. 1928
S'pore Traction	...	...	...	...	£1	...	...
INDUSTRIALS.							
China Sugars	...	...	...	...	\$25	13.00-0.50	In liquidation
Malayan Sugars	...	...	...	...	£30	30-17	Int. 1928
Cald. Macg. Ord.	...	...	...	...	£10	...	...
Canton Inds.	...	...	...	...	£10	4 1/2-14	0.90 Int. 1925
Cement (old)	...	...	...	...	£8 1/2	14.00-7.70	0.80 Int. 1925
Cement (new)	...	...	...	...	£7 1/2	10.00-6 1/2	0.80 Int. 1925
H. K. Ropes	...	...	...	...	£1	3.25-0.50	0.80 Int. 1925
United Asbestos	...	...	...	...	£10	9.00-6 1/2	1.25 Int. 1924
STORES, &c.							
Dairy Farms	...	...	...	...	\$7 1/2	23 1/2-15 1/2	1.25 Int. 1928
Watson	...	...	...	...	\$10	15-11	0.80 Int. 1928
Der A. Wings	...	...	...	...	£6	4-1 1/2	0.30 Int. 1926
Lane Crawfords	...	...	...	...	£10	12-7 1/2	10 Int. 1928
Mackintosh	...	...	...	...	£2	3 1/2-1 1/2	0.25 Int. 1929
Sincere	...	...	...	...	£2	...	...
Wm. Powells	...	...	...	...	£2	...	...
MISCELLANEOUS.							
H. K. Amusement	...	...	...	...	\$10	3 1/2-22	2.50 Int. 1929
H. K. Construction	...	...	...	...	\$10	1.30-1 1/2	1.50 Int. 1929
B. Ind. G.S. Bonds	...	...	...	...	...	...	...
H. K. Govt. Loans	...	...	...	...	...	...	...

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/8 %
Bank, on demand	1/8 11/16
Bank, 30 days' sight	...
Bank, 4 months' sight	1/8 %
Credits, 4 months' sight	1/9 %
Documentary, 4 months' sight	1/9 %
On Paris—	
On demand	108 7/8
Credits, 4 months' sight	112 1/2
On Berlin—	
On demand	...
On New York—	
On demand	42 1/2
Credits, 60 days' sight	43 1/2
On Bombay—	
Wire	115 1/2
On demand	115 1/2
On Calcutta—	
Wire	115 1/2
On demand	115 1/2
On Singapore—	
On demand	74
On Manila—	
On demand	84 1/2
On Hong Kong—	
On demand	77 1/2
80 days' sight (private)	...
On Yokohama—	
On demand	80 1/2
Gold Leaf, 100 fine	...
(per 100)	...
Silver (per 100)	22 1/2
Bar Silver (per 100)	22 1/2
Bank of China	...

SOVIET ATTACKS

30,000 Troops Ready To Cross the Sungari

Shanghai, Monday. Fighting is proceeding in the North-east. Corner of Kirin Province.

The Soviet troops to the number of 30,000 are preparing to cross the Sungari at various points as soon as the river is frozen.

Harbin.

On Nov. 1, about 10,000 Russian troops attacked Tung Ning.

Four Russian gunboats sailed up the river from Fumin as if they intended proceeding on to Harbin.

Canton News Agency.

Air Raids.

Tokyo, Yesterday.

Harbin states that Soviet planes, which have been engaged on reconnaissance flights in the Pongantien district since the beginning of the month, appeared over Muhlun on Sunday, and dropped three bombs on the station and divisional headquarters.

It is believed the Soviet are planning to destroy the Muhlun coal mines for the purpose of impeding railway traffic on the eastern section of the C.E.R.—Reuter.

Copper Cash... Nominal.
Copper Cent... 5% prem.
Rate of Native Inter... 7 1/2% p.m.
Chinese Sub. Coin... 28% dis.
Hong Kong Sub. Coin... 12% prem.

COAL INDUSTRY

Miners Consider the Proposals

Rugby, Yesterday.

Delegates from all British coalfields are to-day attending a special conference in London of the Miners' Federation, which will consider the proposals on the coal industry which Government will embody in legislation during the present session.

The Conference will also give authorisation to the Miners' Executive to take part in tomorrow's joint conference with coal owners, called by the Government.

The Government proposals, provide for reducing working hours to 7 1/2 per day, from April 6, a gradual State acquisition of mine royalties, and schemes for the regulation of prices and output.

British Wireless Service.

Cutting Down Trees.

Being found in the unlawful possession of 100 lb. of wild tree wood at Sai Kung Road, a Chinese at the Kowloon Magistracy to-day pleaded that he had cut the branches from the hillside and wanted to sell them for firewood.

Hill's Workshop: What right have you to cut these trees?

Accused: I am lame and I have no food.

A fine of \$50 with the alternative of one month's hard labour was imposed.



See JASPER NATIONAL PARK

...feature of the Scenic Route across CANADA

This famous mountain playground highlights your trip across the Canadian Rockies by the route of the lowest altitude and easiest gradient of any transcontinental line. Yet it is but one of the many glorious scenes in this new route. Daily all-steel trains from Vancouver, with radio-equipped observation cars. Moderately priced dining car service.

For rates, literature and information apply to: Asiatic Building, Hong Kong.

CANADIAN NATIONAL

The Largest Railway System in North America
(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)



13, Queen's Rd. C.

next to St. Francis Hotel.

Is now showing an interesting display of

SILK LINGERIE.

WOOL VESTS.

FRENCH SILK HOSE.

CORSETS.

WINTER COATS

JAPAN'S "REDS"

The Ringleaders Under Lock and Key

Tokyo, Yesterday.

The preliminary court examinations of radicals arrested since the country-wide round-up in March last year, has been completed, and the Press ban lifted.

According to a statement now issued, a total of 825 Communists were formally indicted, including 483 arrested in the first raid, 47 during the next few months, and 295 in the raid in April this year.

The last-named raid was carried out after it had been ascertained that twenty people trained at a Communist school in Moscow had returned to Japan and were secretly engaged in reorganising the Communist Party.

Though it is believed that all the ringleaders are now under lock and key, the judicial authorities think it is possible that sporadic attempts will be made to reorganise the movement. Hence, a rigid watch is being maintained. The Home Minister has issued a warning to the nation to guard against the spread of subversive doctrines.—Reuter.

Another Great Success At Kowloon

Last night Miss Ruth van Valey and her talented company again gave a delightful entertainment to an appreciative audience at the Star Theatre.

Miss Ruth van Valey herself was in excellent form and delighted those present with some really good toe dancing, the best that has been seen in Hong Kong for some considerable time. Her "Soldier Dance" was especially good and obtained merited applause.

The pick of the other items last night was the singing of Miss Esther van Valey and Katherine Scott, who also appeared to be the house's favourites.

Miss Esther van Valey certainly has a very fine soprano voice and her songs, whether they were the last dance favourites or classical pieces, were sung excellently while she was well assisted by Miss Scott who not only sang but accompanied as well.

Jack Melford.

Ben Storey and Rose Lee provided much to the amusement of the company while everybody enjoyed the singing and dancing of "Smiling" Jack Melford. Martell's Madkins were again a great success and brought forth loud calls of encore from the audience.

Tellman, the man of mystery, completely baffled all present with his feats of sleight of hand. He transformed water into wine and, just as every one in the audience was expecting a free drink apiece, transformed it all back into water, to the disappointment of all.

BANKING FINANCE

Development of Trade and Commerce

London, Yesterday.

In the House of Commons to-day, Mr. Snowden announced the appointment of a committee to inquire into banking finance and credit, with the object of promoting the development of trade and commerce, and the employment of labour.

The fourteen members include bankers, industrialists, economists, and one ex-Communist.—Reuter.

Rugby, Yesterday.

British Wireless states that as regards the composition of the Committee, Mr. H. P. Macmillan, K.C., will be Chairman. Finance is represented by well-known bankers including Lord Bradbury, Mr. Robert Biant, Mr. Cecil Lubbock and Mr. Reginald McKenna. And there are also prominent figures in industry, commerce, and Trade Unionism, as well as academic economists, such as Mr. J. M. Keynes, and Professor Gregory, among the members.—British Wireless Service.

Volcano Erupts

Twenty People Killed at Guatemala

Guatemala City, Yesterday. At least twenty people were killed, and much property was damaged, by the eruption of the Santa Maria volcano, which has formed a new crater.—Reuter.

STAR THEATRE

HARRY BELL presents the

RUTH VAN VALEY

REVUE

RUTH VAN VALEY

America's Premier Dancer

ROSE LEE

Sport Columns

TENNIS STARS PLAY UPS & DOWNS IN THE HERE INTERPORT

THRILLING EXHIBITION OF THE GAME WHAT DROPPED CATCHES COST SHANGHAI

LOCAL PLAYERS EXCEL

FIRST DAY IN TRIANGULAR

A harvest of fast good tennis was reaped on the Chinese Recreation Club ground yesterday, when a large and enthusiastic crowd, packed on specially erected stands, assembled to see M. Henri Cochet, Wimbledon Champion, M. Landry, M. Rodol, and M. Brougnon, tennis players who have made names for themselves, contest a series of keenly fought games against local champions, who comprised H. D. Runjahn and S. A. Runjahn (doubles champions), M. W. Lo (local singles champion) and Mrs. R. E. Tottenham (lady singles champion), and Miss End Lo.

Some splendid tennis was seen, and it may be said with all justice to Landry and Rodol that had the Runjahn cousins been more experienced, they might have defeated the French pair, in the best match of the afternoon.

The results of the three matches were as follows:

Rodol and Landry beat H. D. and S. A. Runjahn 7-5, 7-5.
Cochet beat M. W. Lo 6-1, 7-5.
Miss End Lo and Cochet v. Mrs. R. E. Tottenham and Brougnon 7-5, 5-3, (unfinished).

Doubles Match

A hearty round of applause greeted the appearance of Landry and Rodol as they walked on to the court, followed closely by the local doubles champions.

This doubles match was, without a doubt, the best Hong Kong has seen for some time.

The court was in excellent condition and play was of the highest standard. The local doubles champions kept the pace well, and extended the French pair to their utmost. It was a case of experience winning against a young and determined pair.

It was evident that the Frenchmen knew their game, as the serving, driving, returning, backhand and cutting strokes were all executed to perfection. Nevertheless, the Runjahn cousins upheld their championship reputation, being very convincing.

Rodol and Landry took the first set at 7-5, after leading by five games to three. The Runjahn pulled together and drew level at 5-5. However, a faulty drive by "S. A." gave the French pair the set.

The second (and last) set was very interesting and held the attention of the spectators to the last stroke. Again it was five all, but the determined Frenchmen rallied and took the set at 7-5, after a tremendous struggle.

The Runjahn put up a credible performance.

Cochet v. Lo

Looking extremely fit, Henri Cochet was given a hearty round of applause as he walked to the court accompanied by Mr. M. W. Lo. After a few practice shots over the net, the local champion commenced the game with his service, and it was evident that the Frenchman would have things more or less his own way. He walked away with the first set at 6-1, having won four games before he conceded one to Lo. But the second set saw an interesting struggle. The local tennis player improved wonderfully, and at times greatly extended the Frenchman. More than once he had the Wimbledon champion utterly outplayed. But this was rather rare. It was the rule rather than the exception that Cochet had Lo outwitted in net work and base line play.

Cochet took the first game of the second set but Lo levelled up by capturing the next game. The French star then again went ahead and Lo again levelled up. So the struggle continued in ding-dong fashion until, at 5-5, Cochet ran away with the game to win 7-5.

At the end of the splendid fight, Lo was obviously tired, while Cochet looked comparatively fresh. Only at times was he seen really fighting stroke for stroke with Lo, and from these brief flashes, one could understand why he is Singles Champion of the world. Nevertheless Cochet's placing was superb and few and far between were his mistakes. As regards the play of the local man, he made a gallant though fruitless effort to stem the tide. Cochet must indeed have been pleased to meet such stern opposition.

Placing Superb

Immediately after Cochet was again on the court, this time with Miss End

Ups and downs were witnessed yesterday, the first day of the triangular interport cricket tournament, when Shanghai met Malaya.

With defeats here in recent years to wipe off, Malaya set about their first innings in grim manner but twice appeared to be in danger. That half hour in the morning was referred to in yesterday's issue. After tiffin wickets fell again but the last men in (Gibson, Jansen and (not solely a bowler). Waring and Knight made the tail wag to good purpose, and the last five wickets added 134 runs.

Dropped catches were expensive for Shanghai. In one over the infallible Barnes put down a sitter and then Donald Leach, the captain, missed one at mid-off. At the first opportunity, Leach shook hands solemnly with Barnes!

Shanghai Opens

Stokes (31) appeared completely at ease when he opened Shanghai's innings against Malaya's score of 233 (made in 205 minutes). He was out to a full toss on the leg from Lal Singh and deserved all the applause he got. Simpson (17), although he stayed in longer, suffered by comparison; and his running and backing up left abundant room for criticism. Marshall, who did not appear to be comfortable at times, also appeared to be slack between the wickets.

In the last 20 minutes of the day, neither Marshall (16 not out) nor Madar (6 not out) attempted to make runs, preferring to wait for better light this morning and the rate of scoring—which had been considerably faster as compared with Malaya's in the morning—slowed down. Still, with 79 runs for two wickets when stumps were drawn yesterday at the close of a very interesting day's cricket, Shanghai have a good fight. But rain has fallen since.

Wickets With Bad Ball

Smith was ineffective. Jansen was useful with the ball but took no wicket. Bostock Hill impressed but one wonders why Hong Kong collapsed so badly in that last visit of Dick Hancock's down South. Lal Singh was good but took wickets with bad balls. Hopkins only had one over and Smith improved towards the end.

From what was seen on the first day, Hong Kong has no need to take panic.

FOOTBALL

The following League football match is down for decision to-day: Division II, kick off 2.45 p.m., K.O.S.B. v. Somerset: Sookmoo. Referee, P. O. Mellow.

Lo as his partner, while M. Brougnon was greeted with much applause as he stepped into the arena with Mrs. R. E. Tottenham as his partner.

The pairs were very evenly matched, so much so that the contest resolved itself into a bitter struggle for the upper hand, with both local ladies having a great share of the exchanges.

Cochet and Miss End Lo captured the first set at 7-5, and when the second set was 5-3 in favour of Mrs. R. E. Tottenham and Brougnon the game was called off because of the late hour.

Sportsmen All!

Reviewing the afternoon games, some fine sporting contests were witnessed, a feature of which was the very sporting attitude of the visiting players, opponents' fine strokes.

The court was in good condition, and the arrangements throughout were admirable. Mr. C. Choa umpired all the games, and it reflects credit on him that not one of his decisions was questioned.

"Wonderful Reception"

Aboard the "Andre Lebon," Cochet and his companions sent the following radio message which was received by Mr. D. S. Green (Hon. Secretary of the Lawn Tennis Association) this morning:

"President and members, Lawn Tennis Association, Hong Kong. 'Please accept all our thanks for wonderful reception we received in Hong Kong. 'Team, Racing Club France."

THE BOXING BOARD

U.S. MANAGER DEFIES OFFICIAL BAN

DESPERATE FIGHT

Gentlemen, on my right we have Mr. Jeff Dickson, the American promoter of boxing. On my left the British Boxing Board of Control. Seconds out of the ring...

And the fight is going desperately on about the proposal of Mr. Dickson to promote boxing bouts in the Albert Hall in defiance of the B.B.B.C. It is the greatest battle the boxing world has seen, and the wisest of experts are unable to prophesy how it will finish.

Mr. Jeff Dickson has struck the heaviest blow by entering into an agreement with the management of the Albert Hall to stage boxing tournaments there.

By doing this he is openly defying the right of the B.B.B.C. to govern boxing promoting in Britain.

A dark-haired, keen-featured American is Mr. Jeff Dickson. He lives in Paris. All his applications for a licence to promote fights in Britain have been refused by the B.B.B.C. on the grounds that he is not a resident.

He came to London to argue with the authorities, and then returned quietly to Paris. Now comes the news that from October to June he has taken the Albert Hall for six fights.

Secret Plans

Who will be the boxers? The majority of those in Britain are licensed with the B.B.B.C. Will they stand loyally by their organisation in Britain or will they sign articles with Mr. Dickson?

If they do sign with Mr. Dickson it will mean automatic disqualification for them so far as any further official fights are concerned.

Mr. Dickson has been careful not to disclose all his plans in this defiance of the British organisation, but it is known that he hopes to stage, as his first championship fight, a meeting between Johnny Hill, the British champion, and Frankie Genaro, the flyweight champion of the world.

Johnny Hill at present is at his home in the heart of Fife. "I'm Johnny's manager," said his father, "and we're not telling anybody what's going to happen."

"Johnny is keeping very fit—he's just given a real knock-out to a boill on the back of his neck. He's eager for a fight."

"Mind ye, Johnny's ready for any man in the world who is on the eight-stone mark."

"He wants to play the game, but he wants others to play the game with him."

"You can take it that nothing is settled yet with Mr. Dickson." Mr. Donnell, secretary of the British Boxing Board of Control, said that Mr. Dickson appeared to have stepped in ahead.

"We think," he added, "that there are plenty of British promoters who can stage fights in this country. 'Until the contrary is proved we shall stand by them."

As to what they are going to do with Mr. Dickson he refused to say.

BADMINTON BOOMING

There is a boom in Badminton at Home. When the season begins, it is expected that the number of clubs affiliated to the Badminton Association and the Irish, Scottish, and Welsh Badminton Unions will exceed last year's record of 1247.

Many new clubs have been formed, and are rapidly being affiliated to one or other of the governing bodies.

In Canada the game is being taken up more enthusiastically than ever, and it is expected that Canada will become a Britain at badminton what Australia is to Britain at cricket.

The visit of a team of British players in the winter of 1925-26 gave an added impetus to the game in the Dominion.

HOCKEY

The Hon. Secretary of the Ladies' Hockey Club announces that there will be a practice match on the Navy Ground, at Happy Valley, on Saturday, at 3 p.m. All members are requested to attend.

GOLF

International Match Teams

The following have been selected to represent their Societies at Fanning on November 17:

St. George's:—O. E. G. Marton, L. B. Andrews, L. G. S. Dodwell, A. E. Lissaman, F. J. de Rome, G. S. Archbutt, H. G. Sheldon, N. L. Smith, T. G. Bennett, J. H. Ralke, F. S. Harrison, Prof. J. L. Shellshear, C. Bulmer Johnson, C. E. H. Beavis, R. E. Greensmith, W. E. L. Shenton (Captain). Reserve: E. D. Matthews and S. T. Butlin.

St. Andrew's:—A. H. Ferguson, Ian Shewan, E. D. Black, K. S. Morrison, R. Young, W. L. Dunbar, H. H. Lennox, R. K. Hopburn, J. S. McLaren, A. B. Purves, T. S. Whyte-Smith, W. J. Clerk, J. S. McEachran, D. J. Gilmore, K. S. Morrison, K. E. Greig, Reserve: B. D. F. Bell.

The following is the constitution of the Y.M.C.A. golf team to play against the Kowloon Golf Club on Monday:—J. H. Austin, A. A. Dand, A. Eastman, J. H. Hunt (captain), H. Hampton, W. S. Hillier, H. G. Howard, T. J. Price, F. Russell, F. E. Skinner, J. D. Thomson and C. T. Punccheon. Singles will be played in the morning and foursomes in the afternoon.

We have the finest and by far the most popular game in the world, and it is up to each of us to maintain its best traditions and a high standard both of play and control.—W. Pickford, Vice-President, English F.A.

INDIA POLICY

(Continued from Page 1.)

ment were well advised in leaving the Commission alone in making a statement of policy of this kind. It would be wrong if it should be thought in India that in any way special a connection existed between the Government for the time being and the Simon Commission.

Dealing with the reasons for making a pronouncement without having consulted the Statutory Commission, Lord Parmoor said it was considered by the Government with the full concurrence of the Viceroy that, in view of inviting representatives of British-India and Indian States to attend the conference, it was very desirable to re-state clearly what was the purpose of Great Britain in regard to the Government of India.

It was ascertained that the Commission were averse, to being associated in the correspondence in which this reaffirmation should appear, and the Government decided it should be made in an independent document. The Government were aware that the Statutory Commission did not wish to be so associated, but they did not think that that precluded them from making a re-affirmation. They had the deepest anxiety to do nothing which would in any way prejudice the position of the Statutory Commission.—British Wireless Service.

Tension Removed

New Delhi, Yesterday. The effect of the Viceroy's statement on Indian matters may be summed up as having at a stroke removed the tension from Indian politics, and re-introduced a spirit of confidence and trust between Government and governed.

Also, it has delivered a smashing blow to the Independence movement, which so far had been gaining daily adherents among Congressmen. First Press opinions of all complexions overwhelmingly welcome Lord Irwin's announcement as a wise step, with a view to discovering a way out of a political impasse.

Similarly, political leaders throughout India, who have voiced their first impressions, have acclaimed the announcement without reservation.—Reuter.

Cable from Hong Kong

Mr. G. P. Daswani, of Messrs. Lalchand and Gaganadas, who is Chairman of the Sindhi Merchants' Club and was first Editor of the "Swatantra," Hyderabad-Sind, has sent the following cable to Mr. Ramsay MacDonald:

"Your action in declaring for Dominion status in India has extremely satisfied Indians in the Colonies, and kept alive the reputation of British integrity. The immediate attainment of the policy would be more highly appreciated."

MOTORS APPEAR AT CHUNGKING

BEGINNINGS OF ROAD TO CHENG TU

A GREAT CHANCE

Chungking, October 17.

Chungking residents are now enabled to observe, for the first time in the history of this section of the province of Szechuan, a motor vehicle on land in actual operation. Motor bounts have been used here for many years on the river. Now, for the price of thirty cents one may take a ride in a motor bus on the new motor road which leads out of the city for two or three miles in the direction of Chengtu.

Apparently the officials in charge of the motor road are determined that it shall be kept in good condition, for they have issued orders that no ponies are to be allowed on it. It is quite in order to ride a pony on the side-walks!

As funds are scarce and the tenure of office of a Chinese official is uncertain, there is, apparently, no hope of seeing the road continued. It leads out for a short distance and suddenly ends, having arrived at no definite place except open country. The only advantage offered by the road, as already built, is that it leads through an area where it is planned to build a new city and thus relieve the congested condition of the city within the walls.

Although many of the Chungking city streets have been widened and improved, motor traffic within the walls is not practicable. Bicycles, in increasing numbers, can be seen, but as the streets are always crowded, a bicycle cannot make much more speed than can a two-bearer chair.

Many months ago General Liu Hsiang is said to have ordered several aeroplanes, obviously for military purposes. None of these machines has arrived, as yet. It is difficult to see that they will be of any use if they do arrive, as there are no landing fields, and no trained men to operate or care for the machines. An American firm, locally represented, is very keen on the introduction of aeroplanes into Szechuan. It is reported that two machines have already arrived, but whether they have actually been sold or will be held in stock against future requirements is not generally known.

What this province really needs is a good motor road from Chungking to Chengtu. A motor truck service would be a boon to trade, and would enable a journey, which now takes from eight to ten days, to be made in at most two days. Unfortunately, there appears to be no prospect of such a road being built for some time to come.

If reports of fighting in south and east China are correct, Szechuan would seem to be, probably, the most peaceful section of the country. There are many rumours of expected warfare here, but these must be taken with reserve.

RADIO FINE

Wireless Transformer Sold Without Licence

Mr. N. L. Smith, Postmaster General, prosecuted in a case heard at the Second Court, Hong Kong this morning, against the Chung Yuen Hang shop, 71, Des Voeux-road, Central for selling a wireless telegraph appliance, namely one Igranite intervalve transformer, not being the holder of a current dealer's licence.

Mr. Smith explained that a dealer's licence only cost \$5, and that the accused did not possess one.

The accused, Mr. Smith said, must have known that he was not carrying on lawful business, because the Radio Office sent in one of their staff to purchase something, and the accused refused to sell anything.

Another of the staff was also sent to buy something, which was finally purchased but the accused refused to give a receipt for the deal. It was strange, said Mr. Smith, that he (the accused) should be so dogmatic on this point, unless the accused knew something was wrong. A fine of \$5 was imposed.



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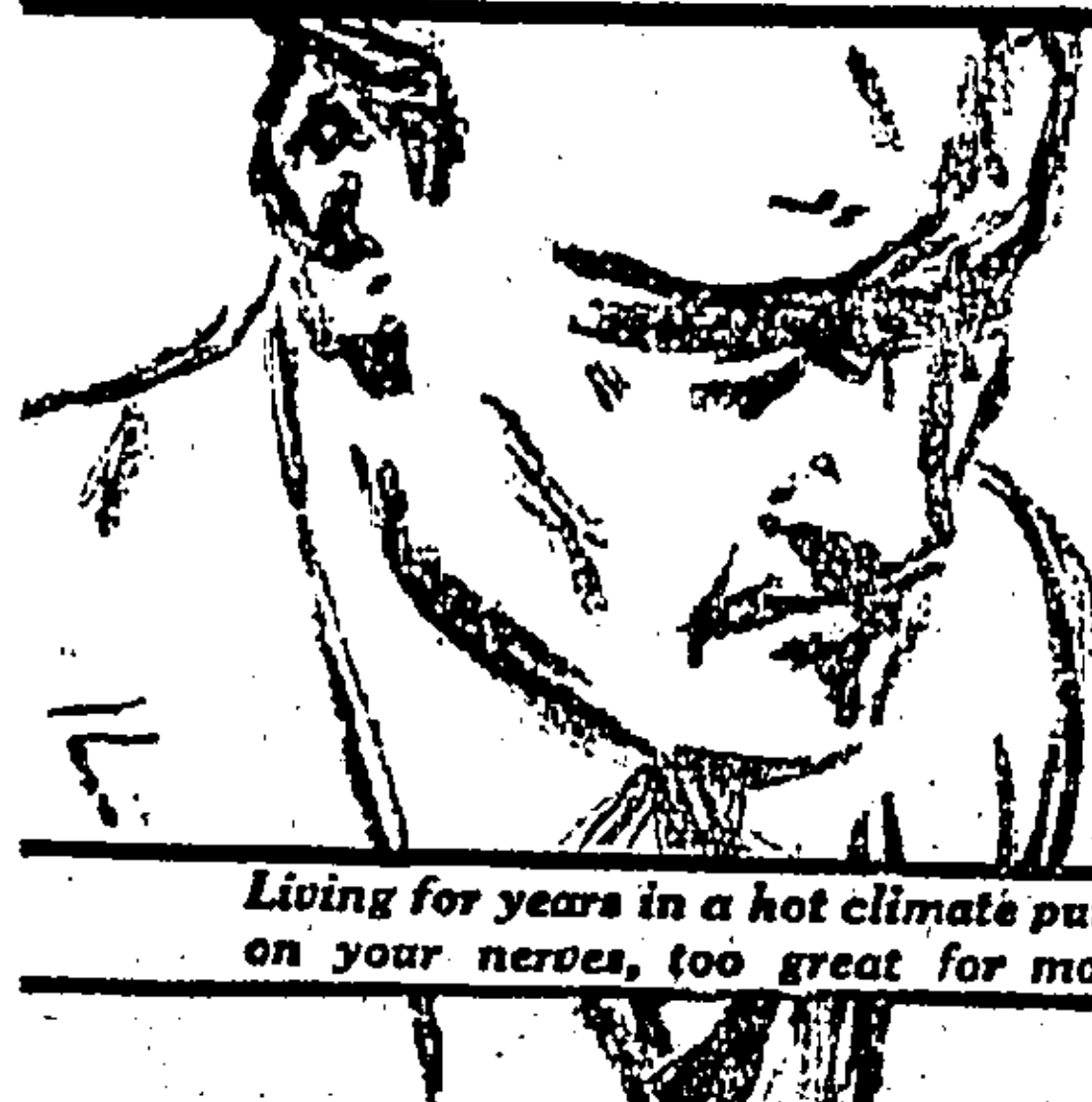
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ROMANCE OF PACIFIC

History Of North-West Transportation

THE GOLDEN GATE

When Railways First Ran To 'Frisco

[By Dr. E. A. Bryan]

In so far as the westward flowing tide had its objective in the Pacific Northwest, it came as far as it could via the railroad. The policy of offering every facility to actual settlers to bring their stock and household goods by rail was adopted by the railways. Settlers looking toward Idaho, western Oregon or eastern Washington came as far as Ogden or some other point in Utah or Nevada, disembarked their stock and effects and went the rest of the way by wagon.

NORTH FROM SACRAMENTO

Settlers seeking the Willamette Valley or western Washington went on to the Golden Gate and thence north by steamer to the Columbia River or Puget Sound. Some indeed went northward from Sacramento or San Francisco up the Sacramento River Valley over the mountains to Oregon and Washington. The overland freight trains drawn by oxen or horses continued overland from eligible points such as Ogden or other like points, as did also the stage passenger, express and mail lines, all of them doing a constant and profitable business to the Northwest, both inland and out-ward bound.

Livestock

As the livestock industry developed, animals were driven on foot from all points inland to the nearest eligible point on the Union or Central Pacific and thence east. The native horse, called the cayuse, as produced in Oregon and Washington was larger and stronger than the well known Texas bronchos. This was due largely to the vastly better ranges of the Pacific Northwest, though in part it was due to the infiltration of better blood from horses imported or brought by settlers from the East.

Horse Market

The thousands of horses from the Northwest shipped East were known as "Oregon" horses and for a time commanded a fairly good market throughout the Mississippi Valley. For the time they formed a good outlet for the Northwest and a good revenue for the new trans-continental line.

Many Stolen

The outlet for cattle was quite like that of horses. In many cases at the loading points it would have been hard to determine the real ownership of the stock, for many of them were stolen, but about this the railway cared nothing so long as it got the freight. It had always been the intention of the Union Pacific to extend an arm of the road from the main line to the Northwest to the mouth of the Columbia and on to Puget Sound. This obvious (and as it proved in the end, most profitable) extension likewise began at both the west and east ends, and as in the case of the original lines, under separate companies.

Earlier I wrote of how at a very early period a considerable portion of the transportation of the Northwest had been provided by river transportation for some 300 miles inland from the mouth of the Columbia.

Good Navigation

To begin with, for the first stretch of 100 miles up from the mouth of the Columbia to the mouth of its tributary, the Willamette, there was tide water and good navigation (except for the bar at the mouth) from the earliest day. Indeed, there was good water on up the Willamette to the falls at Oregon City, some 15 miles above Portland, and on up the Columbia from Vancouver to the Cascades, some 40 miles east of Vancouver. Another strip of 60 miles of good water from the Cascades to The Dalles followed. From there, for the next 15 miles, the Collio rapids obstructed navigation. Thence was good navigation to Wallula. The mouth of the Walla Walla river about 125 miles further eastward carried traffic 300 miles inland to a starting point for all points in eastern Oregon and southern Idaho. Walla Walla, because of the military post, became the real starting point for all overland traffic eastward. Of course, up-river traffic continued on up the Columbia and Snake to Lewiston and way points.

Gold Rush

I wrote before about the development of Columbia River transportation in the early day, especially in the period of the great placer gold rush from 1860 to 1870. I explained how the strategic points at the Cascades and The Dalles had been seized upon for small portage railways—at the former point on the Washington side and at the latter on the Oregon side, and how, out of this a monopoly was secured, and how the great Oregon Steam Navigation Company was thus developed. There are many complications which I cannot here relate connecting this earlier period with the time when Henry Villard

bought the Oregon Steam Navigation Company.

Harry Villard

Harry Villard was a well-educated German who was a war correspondent during our Civil War and later in Europe during the French-Prussian war. Chance and native ability had given him important connections, both in America and Germany. The latter connection with German capitalists had brought him to the Oregon coast.

In 1876, the Oregon Railway and Navigation Company was formed and the afore-mentioned Oregon Steam Navigation Company was also the Oregon Steamship Company plying between Portland and San Francisco and with railway lines up the Willamette Valley. All combined to form the Oregon Railway and Navigation Company.

A Great Scheme

In 1881 Villard became the president of the Northern Pacific Railway and developed a great scheme to complete the Oregon Railway and Navigation Company line up the south bank and on east to connect with the Union Pacific. The O.W.R. & N. was built to Wallula and from Umatilla east through Pendleton over the Blue Mountains past Meacham on the summit, down into the Grand Ronde Valley at La Grande, a region then quite well settled with emigrants coming over the Oregon Trail, on over the hills which lie between the valley and the Powder River Valley, on through Baker City and over the summit, dropping down to the Burnt Timber River, always following close to the Oregon Trail, finally reaching the Snake River where Huntington, Oregon, now stands and where the railway shops are located. It reached this point in 1883. The O. R. & N. also extended lines to Dayton, Wabburg and Pomeroy, crossed the Snake at Riparia and eventually extended its line through the Palouse country to Spokane and into the Coeur d'Alene mining district.

His Dream

Villard's dream of connecting this with the Northern Pacific and thus having complete command of the whole Pacific Northwest came true only partially or at least but temporarily.

The Union Pacific had held to its scheme of sending one arm through

southern Idaho and on to the Columbia. The projected road was called the Oregon Short Line or O. S. L., and was to diverge from the main line about 30 miles west of Green River at a point called Granger, following approximately the old main line of the Oregon Trail, crossing a low divide over to the waters of Bear Lake and Bear River, whose outlet is into Great Salt Lake, then over another low divide past the famous Soda Springs (once called the Bear Springs) on to water tributary to the Snake, thence down that long slender stream, the Port Neuf, down which the Oregon Trail ran, and on past the place where Pocatello now stands. This canyon of the Port Neuf, followed first by the movers to Oregon and then by the first railroad into the region, is most strategic. If ever wars should arise in this region, the little valley that leads down to Pocatello would be the key to the situation. If railway strikes arise in the inland country, it is the key. The new project, the O. S. L., filed its location maps in 1879. Of course, it built from the east westward. Running west from Pocatello across the high basaltic plains of southern Idaho, it crossed the Snake at the American Falls, kept straight west across the most God forsaken stretch of broken basaltic sage-brush plains that the eye of man ever gazed upon, sent a branch directly north from Shoshone to catch the output of the rich mines near Hailey and Ketchum in the Sawtooth range, ran the main line on west, dropping down to the river level at Glenn's Ferry to avoid crossing a great bunch of yawning canyons which put down from the Sawtooth Mountains to the north, climbed up again onto the plateau and on west past what is now Mountain Home, Nampa and Caldwell, until the Snake was again encountered, crossed and re-crossed and on northward downstream until it reached Huntington, Ore., where it met the O.-W. R. & N. end to end.

Main Line

Huntington was reached first and the first through train from the East to Portland, Ore., went through at the beginning of 1884. The two lines passed into the control of the Union Pacific and continued so until the panic of 1893, when the Union Pacific went into the hands of receivers, likewise these branches. After E. H. Harriman had gained control of the Union and Central Pacific systems about 1897, he also gained control of these important roads and reunited them in the Union Pacific organization. These roads, like the main line, were rejuvenated in the years that followed and have been great producers of traffic. The O. S. L. virtually owns southern Idaho so far as transportation is concerned. It has no competition. It gathered in the Utah Northern, which had been built by Brigham Young as a narrow gauge from Salt Lake to Butte with a three-foot gauge and 35 pounds of steel to the yard of rail. This road was built in 1877. The branch of the O. S. L. from Shoshone to Ketchum was built in 1883. The Twin Falls line was built at a much later period. The O. S. L. is a great system with many feeders and with great shops at Pocatello. The O.-W. R. & N. is likewise a great system serving a rich interior region in three states.

(Continued on Page 11)

Russian Impersonator Caught



Working on the theory that the "bigger they are the harder they fall," George Garbo, a youthful Russian, either has a vivid imagination or has duped many of the most prominent personages in the world. In his cell in a Los Angeles jail, he maintains that while he posed as Baron von Krupp of Germany and other notables he was entertained in turn by Henry Ford, Ambassador Herried, Henry Firestone and Douglas Fairbanks. Three times the United States authorities have chased Garbo out of the country for lack of passport and three times he has re-entered like the well known "bad penny." He claims that he has profited financially from them to some extent, the authorities do not share his viewpoint. In speaking of the prominent people he had duped, Garbo said "Edison and Henry Firestone were very nice to me but really Douglas Fairbanks is one of the nicest men I have ever visited."

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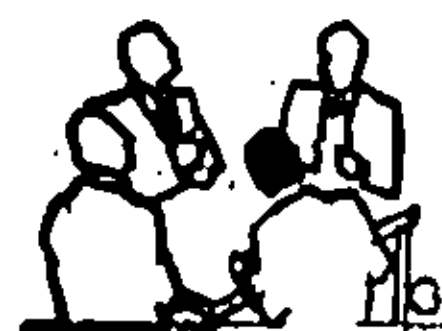
The Attention that
a Manipulator
Caught Short in the
Market
Gives the Ticker



The Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.



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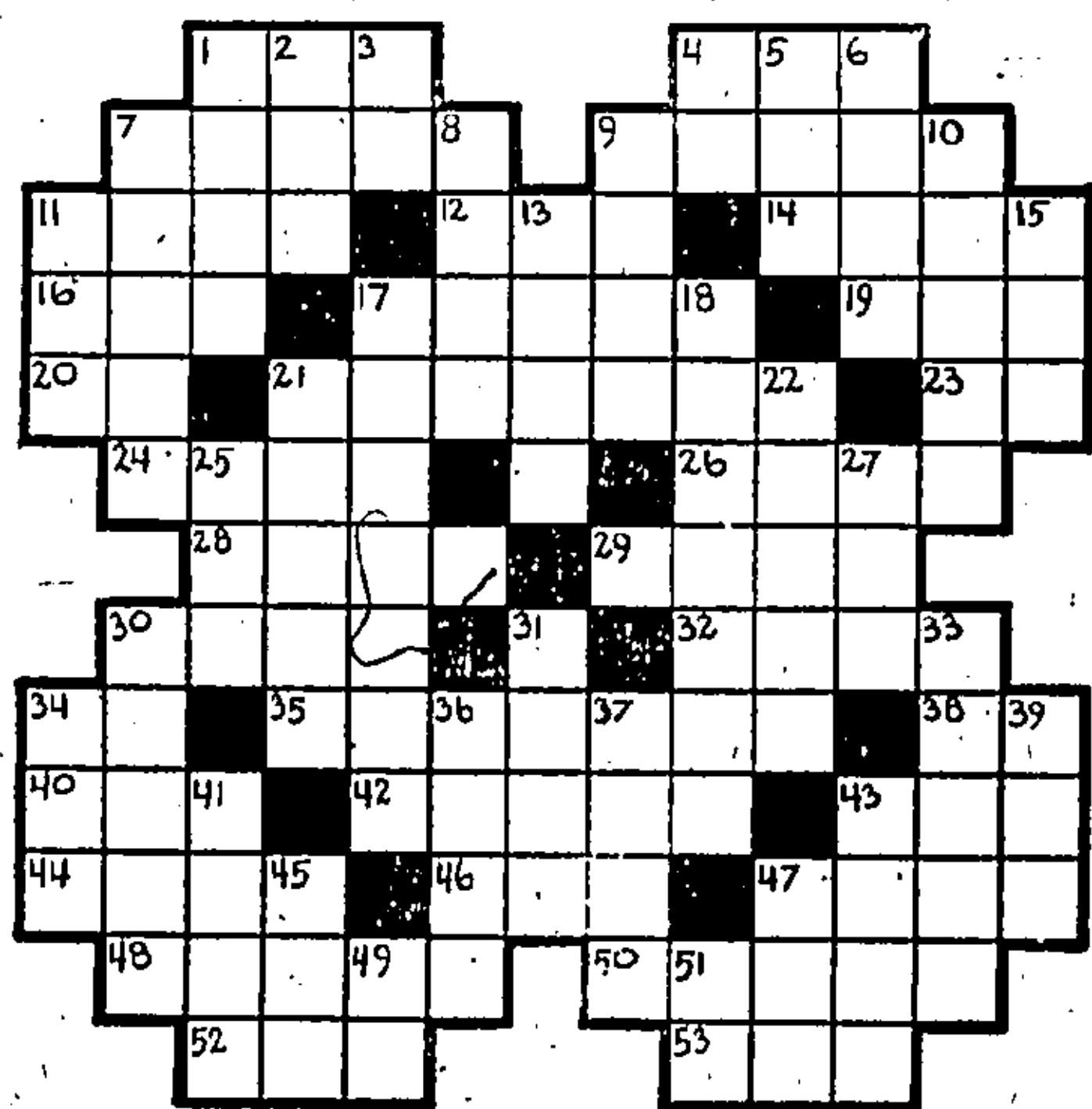
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plus, and altho.)



HORIZONTAL
1-A square of wood
4-Bullet
7-Part of a joint
9-To be scanty
11-A countryman
12-Custom
14-A small orifice in the skin
16-Bustle
17-Arrange
19-Coin
20-A denial
21-Artful
23-Paid (abbr.)
24-To invade suddenly
25-Completed
28-To strip off the skin from
29-The heart of an apple
30-Whip
32-Permits
34-A call to excite attention
35-One who betrays a trust
38-Preposition
40-A lofty mountain

HORIZONTAL (Cont.)
42-A poplar of N. America
43-Amplify unduly
44-A river in New Mexico
46-Know
47-To reckon time
48-A fertile spot in a desert
50-Sign
52-North Polar Distance (abbr.)
53-Fear

VERTICAL
1-A mountain in Mosb
2-A unit
3-Depart
4-Preposition
5-A mere taste
6-Understand
7-A member of the English royal line
8-Annul
9-An order
10-Part of the stomach of an ox
11-The goddess of the sea (Norae Myth.)
13-A craft
15-Conclude
17-Gout in the foot
18-A phantom
21-A helmsman
22-An instrument for removing cores from fruit
25-American Federation of Labor (abbr.)
27-An open fabric
30-A page of a book
31-Matured
33-Nation
34-A witch
36-Inquires
37-A shelter of canvas
39-A lyric poem
41-Design
43-To measure by strides
45-A serpent
47-A bird
49-N. W. State of U. S. (abbr.)
51-Egyptian sun god

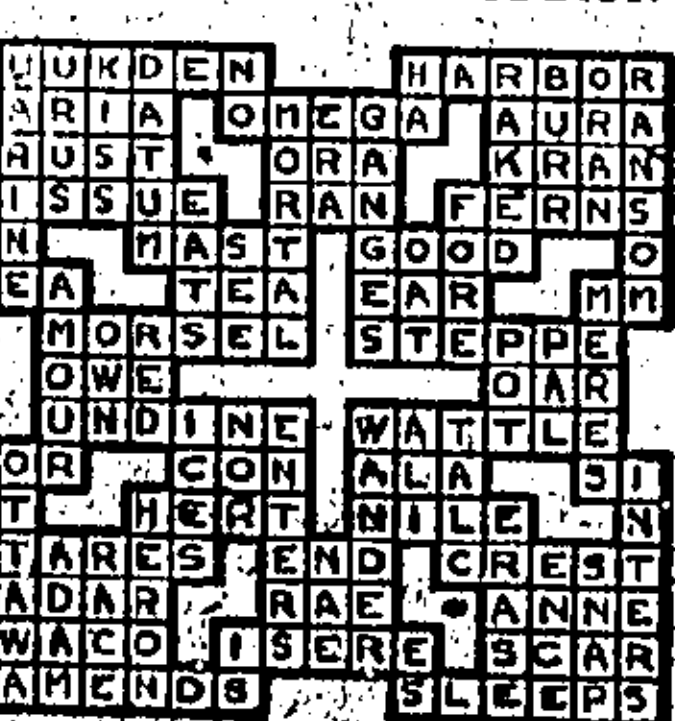
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

LISTENING-IN

Invention Which Detects Larvae Eating

Washington.—David Fairchild, Government scientist, has invented a stethoscope with which it is possible to hear the larvae of the Mediterranean fruit fly feeding in side grapefruit, oranges and other fruits. It was designed in the hope that it might make it unnecessary to destroy fruit to determine whether it was infested. Dr. Fairchild believes he can make the instrument so sensitive that the larvae can be detected even when very still.

YESTERDAY'S SOLUTION



ROMANCE OF PACIFIC

(Continued from Page 10.)

I had occasion to make one reference to the Northern Pacific while I was carrying to a conclusion the extension of the Union Pacific to tide water in the Northwest. Nevertheless, there is much reason to regard the Northern Pacific as the pioneer railroad in the Northwest. In the first place it was first dreamed about as the connecting link between Orient and Occident. It was the first mentioned. It was the first to be considered by Congress—that is to say a line to the mouth of the Columbia or Puget Sound was approved by many states and approved by the Senate of the United States as early as 1846, when as yet California was a foreign land. It was the first to propose a land-grant subsidy. Asa Whitney proposed in 1844 to build it for a subsidy of a 60-mile strip of land across the country. It was one of the five original Pacific surveys.

Peoples' Pacific
A project was before Congress in 1864—still in the period of the Civil War—proposed by one Josiah Perham, to build a line to the coast to be known as Perham's Peoples' Pacific. A charter was granted in 1864 to Perham and others for building the Northern Pacific Railroad, capitalized at 150 million dollars, it was to be completed in 1870. It was to receive a land grant alternate sections each side the line for 20 miles in states and for 40 miles in territories. The theory was that the remaining government sections would be doubled in price and so the government would lose nothing by the gift. \$117,000,000

Two years passed with little accomplished and the time of completion was extended. A second extension was granted to begin in 1870 and to be completed in 1877. The estimated cost at that time was 160 million dollars. When Isaac I. Stevens in 1853 had made the original survey, his estimate of the cost to Puget Sound was 117 million. His survey ran up the Missouri river, while the surveys adopted later by the Northern Pacific crossed the river where Bismark is and ran west to and up the Yellowstone. Stevens had proposed to cross the Bitter Roots above Wallace, Idaho, and run down to Lake Coeur d'Alene. The surveys in the '60's, after crossing the Rockies near Butte, followed the Hell Gate river down to where Missoula now stands; it then followed the Missoula river to its junction with Clarkes Fork, the Clarkes Fork river to Pend Oreille Lake, thence along the lake crossing the Pend Oreille river a little below Sand Point and on over into the Spokane Valley, thence southward to Pasco. Two lines were surveyed, one down the right bank of the Columbia to the Cowlitz river and thence to the sound, the other up the Yakima river and over the Cascade Mountains at Stampede Pass to the sound.

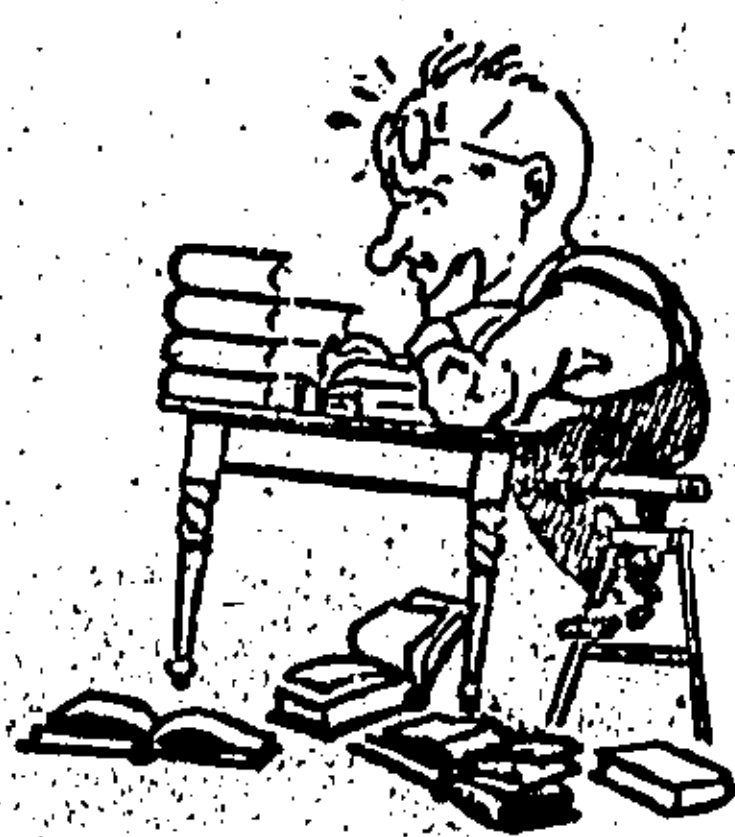
Construction was begun at both the west and east ends of the Northern Pacific in 1870. In the west, the Northern Pacific was begun at Kalama on the Columbia, near the mouth of the Cowlitz river. An old trail and road ran from here on to where Chehalis now stands and on over the gravelly prairies to the mouth of the Nisqually river. Twenty-five miles of this road from Kalama toward the sound were completed in 1870.

Steel Rails

At the east end of the N.P., a beginning was made in 1870 at the west end of Lake Superior. By 1871, steel rails had reached Fargo on the Red river of the north. Two years later, the rails reached Bismark where the line crosses the Missouri river. Meanwhile, financial misfortune had come to the new line. All things seemed promising in 1870. Money was plentiful; optimism at its peak. Jay Cooke and Company of Philadelphia and New York, a concern that had most successfully floated the government bonds in the latter part of the war, undertook to market 100 million 7.3 per cent. bonds for which they were to receive enormous commissions in money and stock. Events which I cannot here relate were heading for a great financial panic. These culminated in the great panic of 1873 in which Jay Cooke and Company were the first to crash. The Northern Pacific went into the hands of a receiver in 1875. It got to its feet again in 1878. Billings was elected president and began construction in 1879. The next year work started again in the west and all along the line. It was at this juncture that Henry Villard came upon the scene, representing the German bondholders. He gained control, and when Billings declined to continue, Villard was elected president. With great energy, he pushed the line from both the west and east to a conclusion joining of the two ends at a point about 20 miles west of Missoula in 1883. The occasion outlived the celebration in 1889 of the completion and the Central Pacific and Union Pacific in Utah. The Northern Pacific will be recalled that Villard at this time controlled the O. R. & N. company as well as the Northern Pacific, which greatly facilitated Northern Pacific construction from Pasco (or rather from Old Ainsworth at the very mouth of the Snake) eastward and gave great profit to the O. R. & N. in hauling the steel and other freight to this point. When the roads (O.W.R. & N. and N.P.) were joined at Wallula and through trains over the N. P. were running (1883), all passengers and freight traffic from the East to Tacoma and the Sound crossed the Snake river near Pasco, ran down the O.W.R. & N. to Portland and on down the Columbia to Globe opposite Kalama, crossed on a huge ferry and thence up the Cowlitz river to Tacoma. It was some time before there was rail connection with Seattle. It was not until 1887 that the N. P. was completed up the Yakima valley and over the Stampede Pass to the sound. It had reached Yakima in 1884 and Ellensburg in 1886. The glorification over the completion of the Northern Pacific was turned into mourning in some quarters, for Villard failed very soon after its completion and resigned the presidency. The Palouse branch was constructed as far as Moscow and Genesee in 1888. The O.W.R. & N. did not reach Spokane until 1890. In 1893 again the Northern Pacific went into the hands of receivers and continued so until 1897. A reorganization was then effected in which J. P. Morgan and James J. Hill bought control of the Northern Pacific and reorganized it under the corporate name, The Northern Pacific Railway Company. Its earlier name had been the Northern Pacific Railroad Company. Since that date the great line has continued to develop and prosper. These two great systems, the Union Pacific and the Northern Pacific, for the past 30 years have served the developing Pacific Northwest faithfully and have been among the great builders of the Inland Empire and the Northwest coast region. They have prospered as it has prospered. The story of transportation for the Northwest, is wholly incomplete. The romantic story of the building of the Great Northern, of the purchase of the C. B. and Q. by the Great Northern and the Northern Pacific, or rather by Morgan and Hill; the story of the building of the Corbin roads, the first to become a part of the Great Northern; the Northern Securities Company, the S. P. & S., jointly owned by the N. P. and G. N., the compromise of the use of trackage from Portland to Seattle, the invasion of the state or Oregon by the Hill lines, the late coming of the Chicago, Milwaukee and St. Paul, all are parts of the complete story of railway transportation in the Pacific Northwest.

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5.00-5.00 p.m.—Programme of English Records. Supplied through the courtesy of Messrs. Moutrie & Co. "Lohengrin's Narrative"—In Distant Lands.
"Meistersinger (Prize Song)," Richard Crooks, Tenor.
"Through All the Days to be," John McCormack, Tenor.
"Just a Cottage Small," John McCormack, Tenor.
"Prelude in C Minor," "Largo Handel," Archer Gibson, Organ.
"Morning," "On the Road to Mandalay," Associated Glee Clubs.
"The Utah Trail," Bud and Joe Billings.
"Wednesday Night Waltz," "Tosca (Strange Harmony)," "Maiden So Fair," Beniamino Gigli, Tenor.
"Carmen (Near the Walls of Seville)," "Carmen (Love is Like a Wood Bird)," Marguerite D'Alvarez.
"You're as Welcome as the Flowers in May," "When the Harvest Moon is Shining," Bud and Joe Billings.
6.00-7.00 p.m.—Chinese Programme.
7.18 p.m.—Weather Report.
9.00 p.m.—General Programme opening with a lecture by Dr. Alexander Cannon, M.D., on—"Dreams and their Interpretation." Followed by a programme of English records supplied through the courtesy of Messrs. Moutrie & Co.
"The Emerald Isle," Selection, Sullivan German.
"Bye and Bye, 'Sweetheart,'" "Raquel," The Melody Three.
"The Prophet Bird," "By the Brookside," Padurawski, Piano Solo.
"The Laughing Jazz Band," "Popular Jocular Dr. Brown," Charles Penrose.
"La Boheme-Fantasia," Victor Symphony Orchestra.
"One Little Dream of Love," "Rose in the Bud," Renee Chomet, Violin Solo.
"I'm Blame," "Prophecies," Norman Long Humorous with Piano.
"War March of the Priests," "Coronation March," Symphony Orchestra of New York.
"I Want to be Bad," "Buttup to your Overcoat," Helen Kane.
"Reminiscences of Scotland," H.M. Royal Air Force Band.
10.30 p.m.—Close Down.

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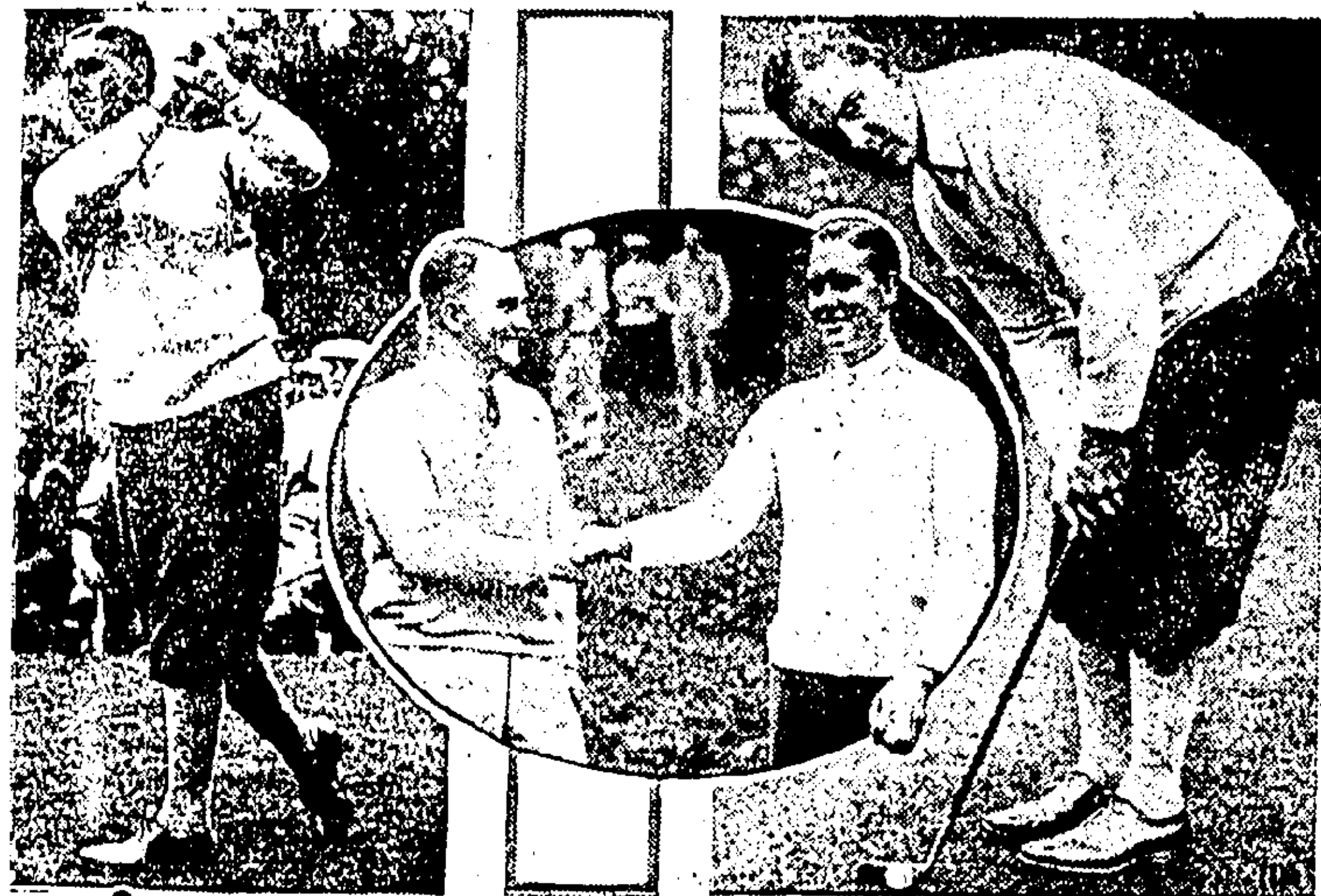
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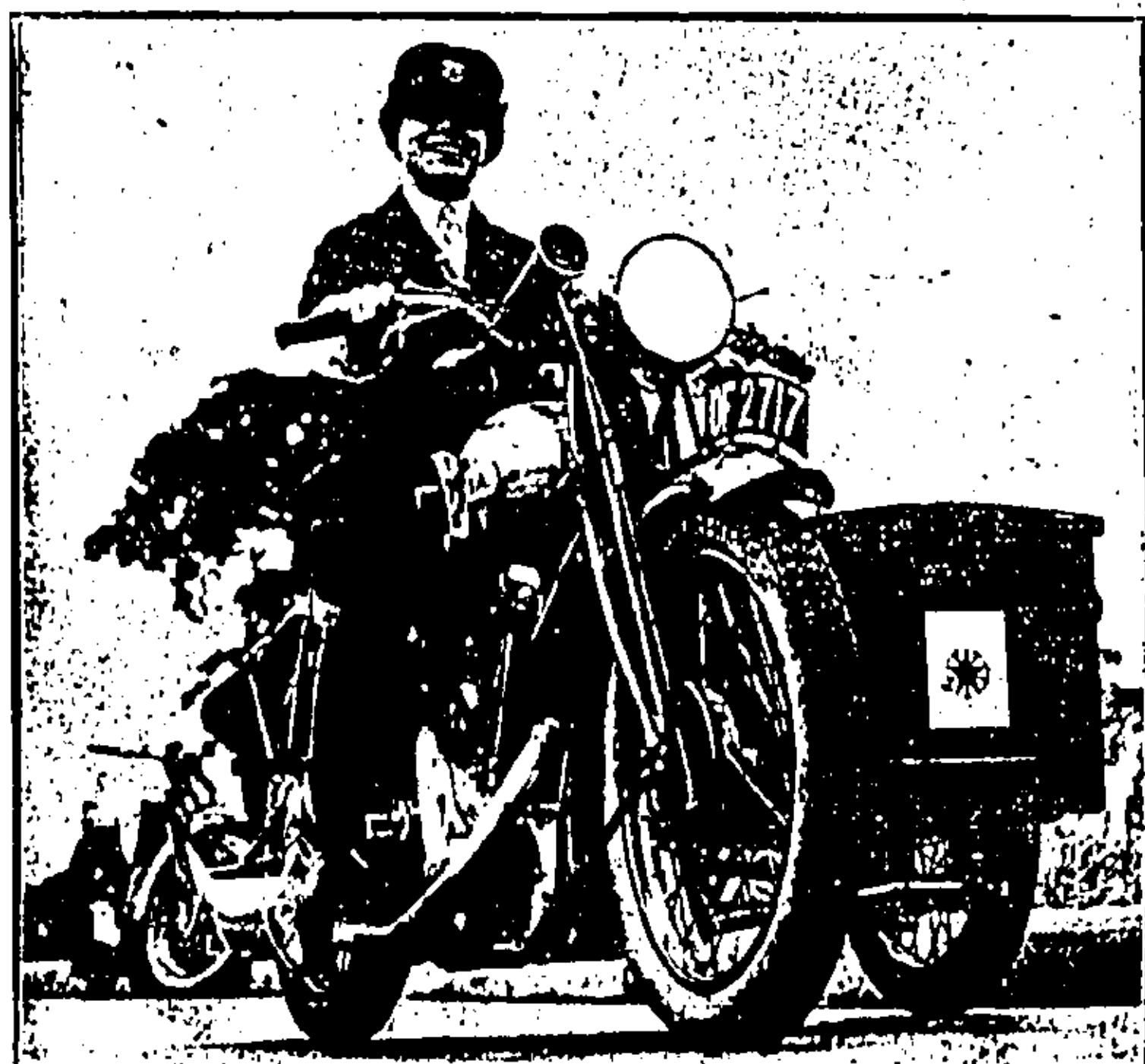
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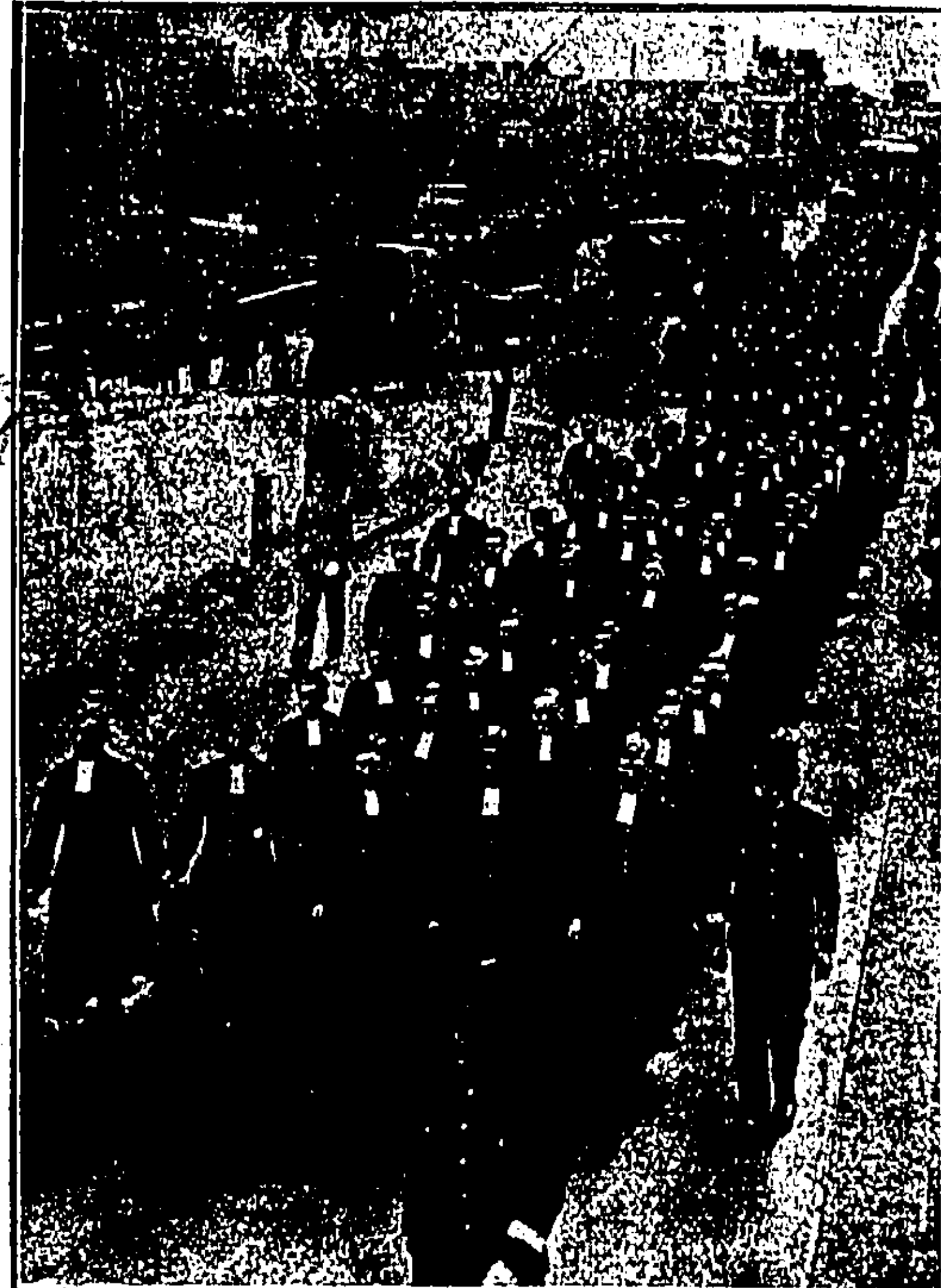
AFTER FIGHTING his first round opponent to the nineteenth hole before a verdict, Harrison Jimmy Johnson, left, of St. Paul, Minn., is the new amateur golf champion of the U.S.A. It was in this same first round that Bobby Jones was eliminated. Johnson showed indomitable courage all through his matches. His great shot from the beach on the eighteenth to halve the hole to save himself from elimination is enough proof of his calibre. Jimmy's putter, as you see on the right, always carried him safely on the greens. Any man who can beat Dr. Willing of Portland, Ore., a seasoned veteran, shown in left centre, congratulating the winner after the final at Pebble Beach, Cal., is worthy to wear the amateur crown regardless of Jones, according to American golf writers.



FIRST GIRL ROAD SCOUT.—Miss Grace New (seen above) has been selected for this post by the British Women's Automobile and Sports Association and will be able to help and direct women motorists. For the time being she will be on duty for eight hours a day.



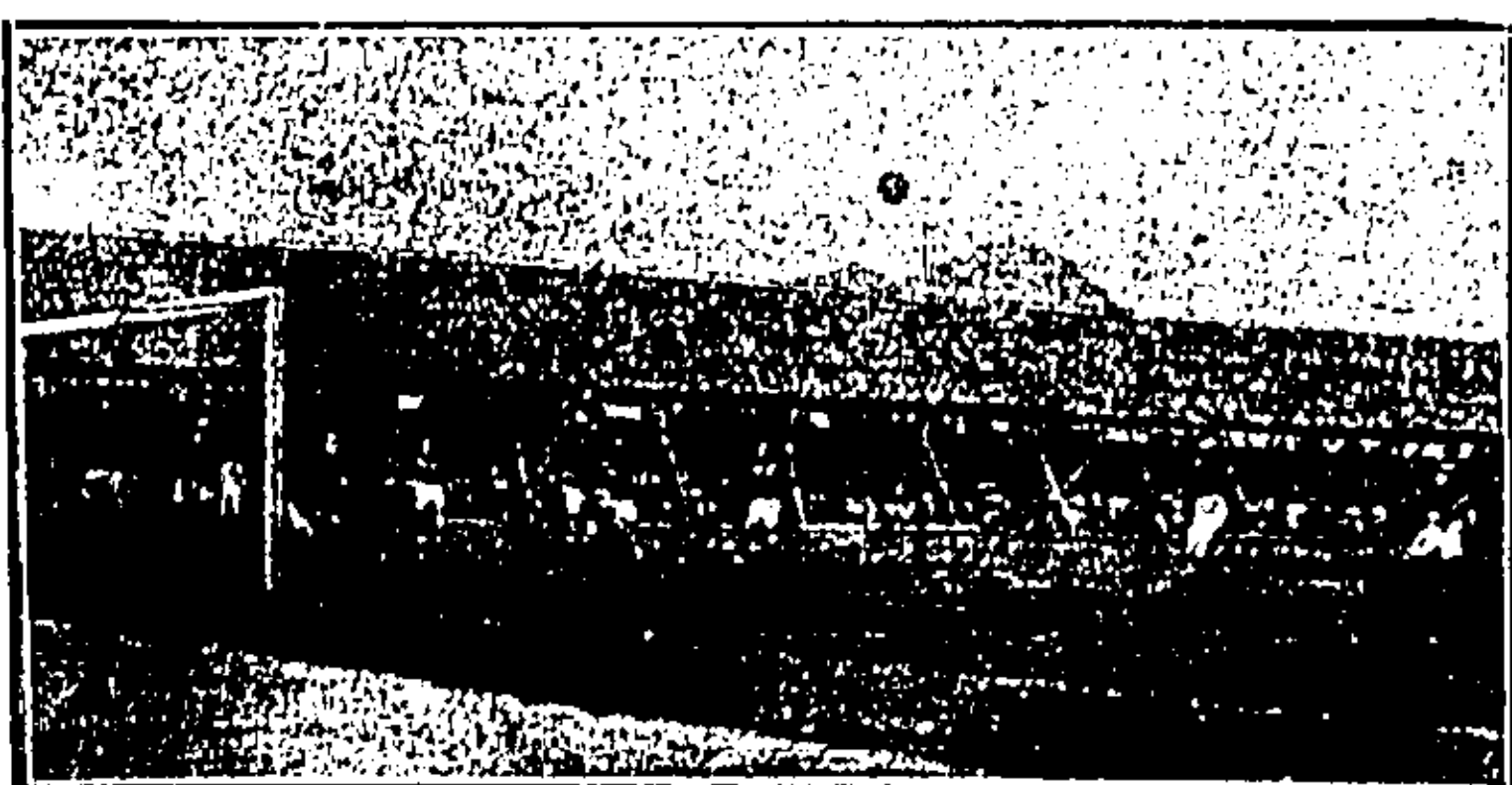
KHAN BAHADUR Sir Mahomed Habibullah, member of the Viceroy's Executive Council of India, is expected to be appointed as India's High Commissioner in London, succeeding Sir Atul C. Chatterjee.



"BLUECOAT" BOYS IN THE CITY.—Scholars from Chelsea Hospital at Horsham, Sussex, made their annual visit to the city to attend divine service at Christ Church Newgate, London, before proceeding to the Mansion House to be received by the Lord Mayor.



THE RADIO EXCHANGE.—The M.P.A. Combined Radio Exchange and Gramophone. By simply turning a switch to the station named the programme is automatically tuned.



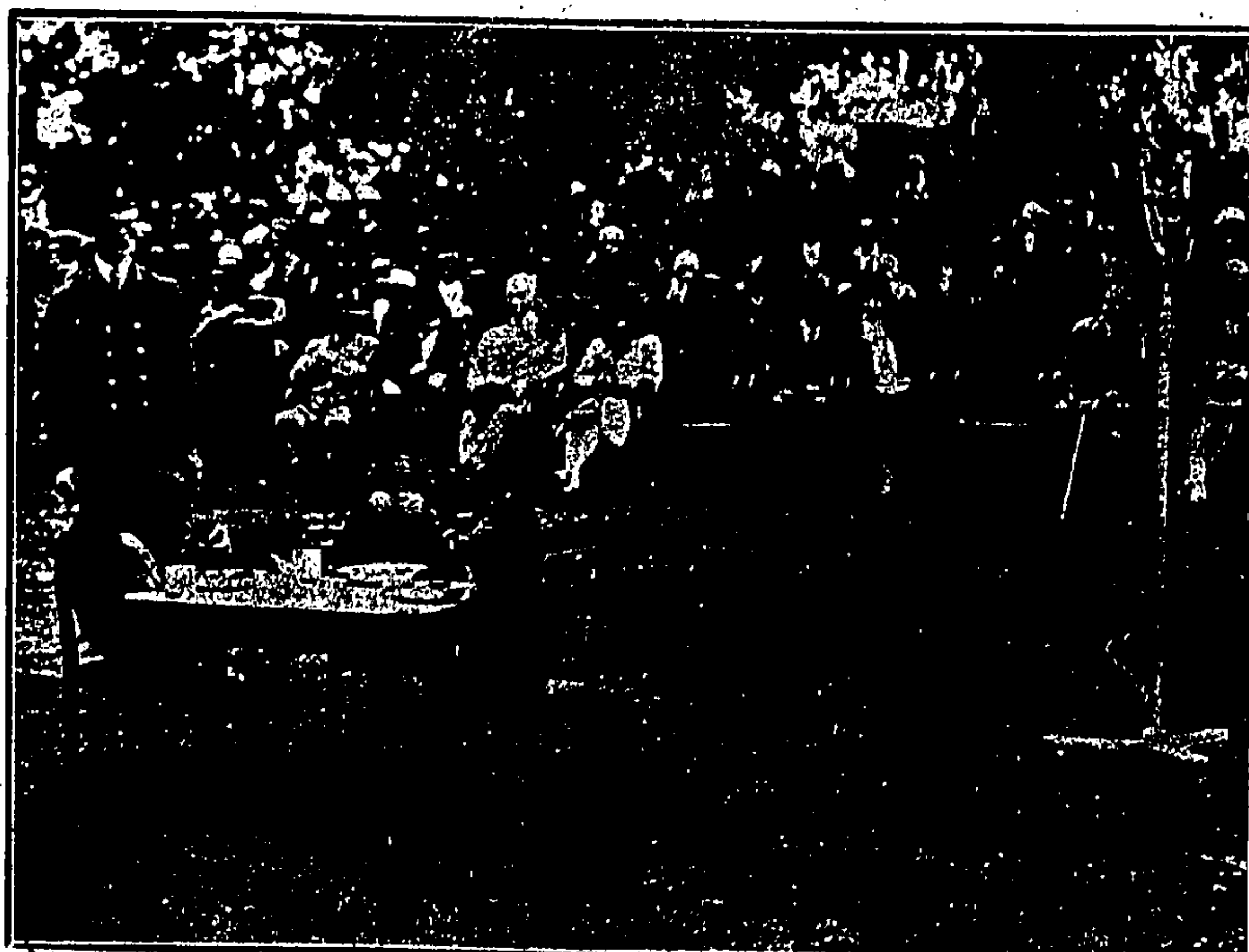
WAITING for the ball following a high kick in the exciting game between the K.O.S.B. and Kowloon at Sookumpoo on Saturday, in which the latter won 1-0.



INTERCEPTING a header in front of the Kowloon goal. A dangerous moment for Angus (crouching in goal) in Saturday's match.



MR. W. T. TILLEN, the American lawn tennis champion, who is now in England, has decided to concentrate on a theatrical career. (Left to right) Mr. Tilden, Huntley Wright and Miss Camilla Grant, during a rehearsal.



(Above). — **AMUSING SCENES** were witnessed in Regent's Park, London, when a microphone appeared in the grounds and the animals made a "talkie" film. The apes tea party is seen under the microphone.

(At right). — **FIRST DAY OF WINTER TERM AT HARROW.**—An outstanding feature of the Harrow School dress is the straw hat, which is worn throughout the year. The hat has a wide brim but a very shallow crown, being kept on by a narrow elastic band, which is worn round the back of the head. After being deserted for some weeks, the school grounds were again thronged with the familiar straw hats above.



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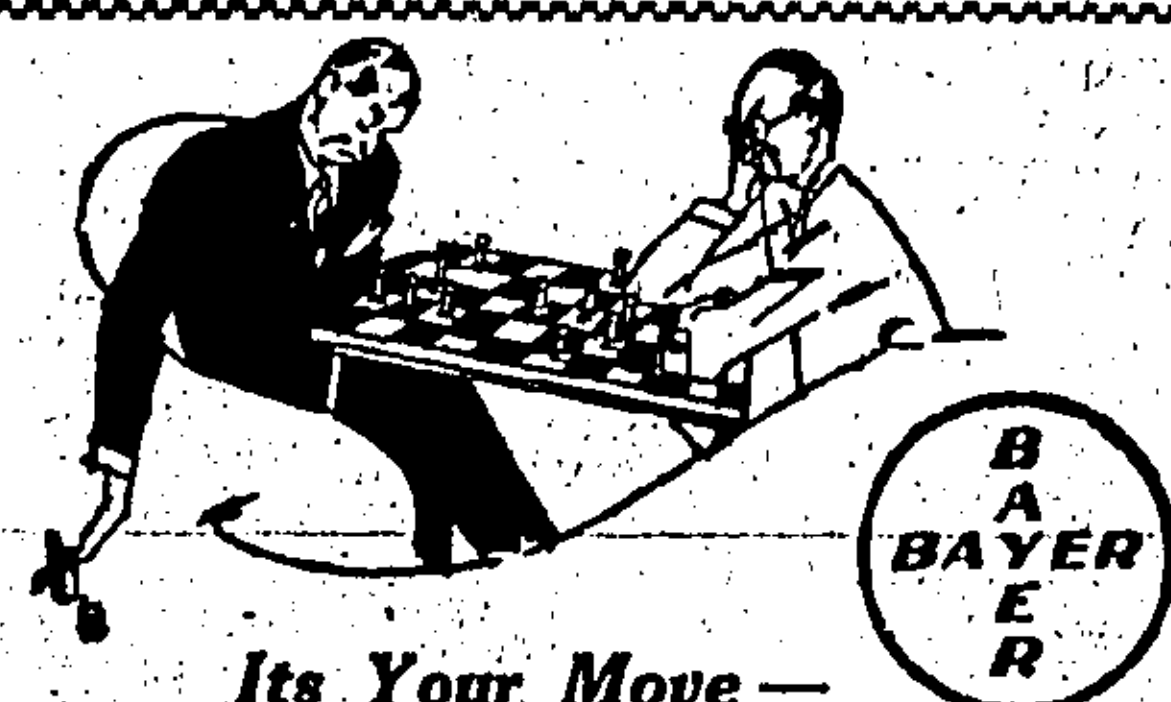
INWARD MAILS.

From	Per
WEDNESDAY, NOVEMBER 6.	
U.S.A. (San Francisco (Oct. 9), Honolulu, Japan and Shanghai	Korea Maru
THURSDAY, NOVEMBER 7.	
Japan	Himalaya Maru
Europe via Suez (Letters & Papers, London, Oct. 9 and Parcels, Oct. 3)	Rawalpindi
FRIDAY, NOVEMBER 8.	
Shanghai and Amoy	Kanchow
U.S.A. (Seattle, October 19), Canada, Japan and Shanghai	President Taft
Australia and Manila	Taiping
SATURDAY, NOVEMBER 9.	
Calcutta and Straits	Hosang

OUTWARD MAILS.

For	Per
WEDNESDAY, NOVEMBER 6.	
Swatow	Selstan 3.30 p.m.
Amoy	Linan 3.30 p.m.
Sam Shui and Wuchow	Fook On 4 p.m.
Amoy and Formosa via Swatow	Dell Maru 5 p.m.
THURSDAY, NOVEMBER 7.	
*Swatow, Foochow and Wei Hai	
Wei	Hulchow 8.30 a.m.
Sandakan	Mausang 9.30 a.m.
Formosa	Benvorlich 10 a.m.
Straits	Van Heutsz 10.30 a.m.
Swatow	Hydrangea 2.30 p.m.
Haiphong	Gou. Gen. Merila 5 p.m.

*Superscribed correspondence.



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